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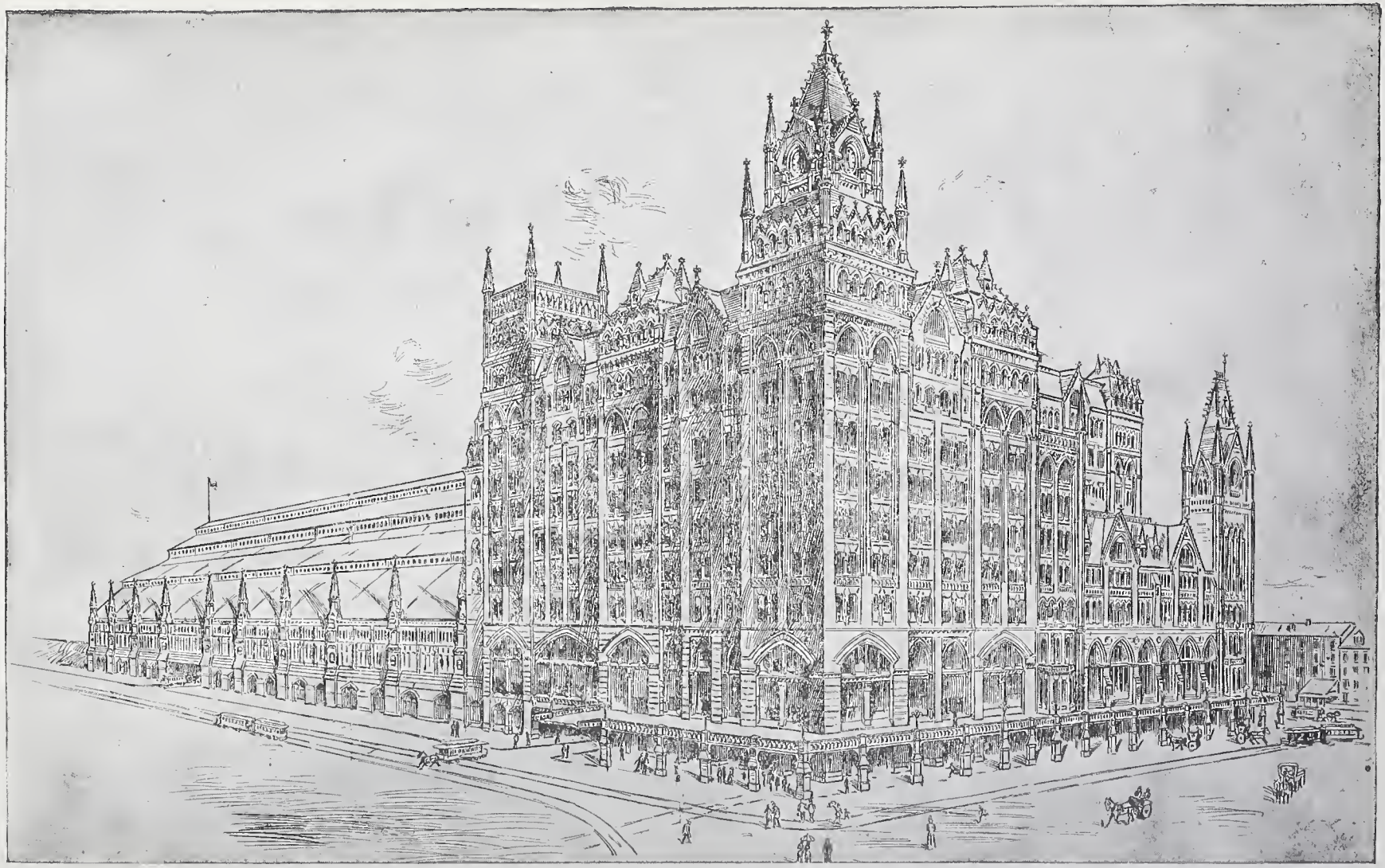

A VIEW OF THE NEW STATION OF THE PENNSYLVANIA RAILROAD, BROAD STREET, PHILADELPHIA.

ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS

OF THE

COMMONWEALTH OF PENNSYLVANIA,

FOR THE YEAR ENDING JUNE 30, 1892.

PART IV.

RAILWAY, CANAL, NAVIGATION, TELEGRAPH AND TELEPHONE COMPANIES.

HARRISBURG:
EDWIN K. MEYERS, STATE PRINTER.
1893.

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NOTICE.

The delay in distributing the Railway Report for the year ending June 30, 1892, is due to the great pressure of work on the State Printing Office during the recent session of the Legislature, and such delay is not due to any cause chargeable to the Department of Internal Affairs.

THOS. J. STEWART,

Secretary of Internal Affairs.

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ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railway, Canal, Navigation, Telegraph and Telephone Companies,

FOR THE YEAR ENDING JUNE 30, 1892.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS.
HARRISBURG, *January 15, 1893.*

To His Excellency ROBERT E. PATTISON,
Governor of the Commonwealth of Pennsylvania:

SIR: In compliance with the requirements of the constitution, and the acts of the general assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present to you herewith, for transmission to the general assembly, a report of this department, Part IV, Railway, Canal, Navigation, Telegraph and Telephone Companies, which, by law, are required to make annual reports to this department, for the year ending June 30, 1892.

I am, very respectfully,
Your obedient servant,
THOMAS J. STEWART,
Secretary of Internal Affairs.

REPORT.

The authority given the Secretary of Internal Affairs in reference to the railway, canal, navigation, telegraph and telephone companies has its origin, in part, in the constitution of the state, where general supervision is given him over these corporations, that they may not transcend the powers given them under their franchises, and that they may not in their operations generally commit any acts which could be held as ultra vires, or a transgression of the fundamental law of the commonwealth. In addition to the authority given by the constitution, specific authority is given and duties imposed by the acts of April 9, 1870, May 15, 1874, June 4, 1883 and May 13, 1889. From the authority so given the secretary furnishes all the steam railways, as well as the other classes of corporations in the act named, with blanks on which to make annual reports. These blanks are sent to the companies, as required by the act of 1889, on or before the first day of May in each year, and the companies are required to give full information, and file complete reports, in the Department of Internal Affairs not later than the thirty-first day of August in each year. The blank prepared by the department for this information is in many respects similar to the one used by the interstate commerce commission; it differs only in respect to the more detailed statement of the operations of the corporations in the limits of the State of Pennsylvania. This is made necessary by reason of the fact that several railway corporations that are not, strictly speaking, corporations of this state, but are required to make reports to this department. While all corporations that own railways in Pennsylvania are required to be incorporated under the laws of the state, some of the great lines, such as the Lake Shore and Michigan Southern and New York, Lake Erie and Western, have so small a fraction of their lines within the state that they can scarcely be classed as Pennsylvania corporations. Most of the statistics, therefore, that these two corporations, and several others, report, are the result of their operations beyond the limits of Pennsylvania; and in the inquiries made by this department it has been found necessary to direct questions as to the operations of these corporations within the limits of the state. It has not always been possible to get specific information from these corporations, for the reason that the accounts are so kept that it is impossible to determine what proportion of their statistics should be accounted for as purely chargeable to or cred-

ited to the State of Pennsylvania. It may be presumed that most of these corporations which, in many respects, are foreign, either arrive at the conclusions they do from their entire train mileage, or from the actual mileage they have within the limits of the state as compared with the entire mileage of the system. It will be observed, therefore, that such a means of ascertaining Pennsylvania's statistics from these lines may not be considered as very reliable or satisfactory. From the blank the department has for a number of years been furnishing each railway company for returns, specific information is required as to the history of organization, the date of charter, the changes that have occurred, the consolidations or mergers with other companies, the leasing and controlling of other lines, traffic arrangements with other lines within the limits of Pennsylvania or with railway corporations of other states; the names of all the leading officers of the company, the dates of the meetings of the directors, the mileage, the capital stock, whether authorized by law or outstanding, the market price of stock as indicated by the last reported sales, and the dividends that have been declared during the year. Inquiry is also made as to the indebtedness, whether it be funded, as indicated by the bonds issued, car trust obligations or current liabilities, and what provision has been or is being made for the liquidation of the indebtedness; what stocks, bonds or other securities of other corporations are owned, and what amount of income is received by virtue of such ownership. In this connection the companies are also required to give information regarding improvements made, whether it be as to maintenance of way or equipment, and as to the entire cost of road and equipment from the time of the granting of the charter. The gross earnings are also required to be given, whether from operation, which include both passenger and freight traffic, or from leases, or by virtue of other contracts, or through other sources of revenue. The entire expenses are required with reference to the maintenance of way and structures, the renewal of rails, ties, bridges, etc., and the same information is required with reference to the maintenance of equipment such as locomotives, passenger and freight cars, shops, machinery, tools, etc. Detailed information is also required in regard to the cost of transportation, including the wages of enginemen, firemen and other employes necessary in the conducting of transportation, whether freight or passenger. A balance sheet is required, giving the cost of the road and equipment, bonds of other companies owned, stocks of other companies and other permanent investments; also the lines owned, the cash in current assets, and other detailed information which in brief exhibits the financial condition of the company. Besides the information referred to, which is of material interest to those who are the owners of railway securities, general information is required regarding the number of persons employed, their classification with regard to the kind of employment, such as station agents, enginemen, firemen, conductors, machin-

ists, carpenters, switchmen, telegraph operators and other employes and laborers, together with the daily and annual compensation paid them. The total products of agriculture, mines, forests and manufactures that have been transported during the year are required to be reported, so that from these returns valuable statistics can be produced regarding the wonderful commerce of the State of Pennsylvania. Each company is required to give the number of accidents resulting in the death or injury of passengers and employes, specifically mentioning whether they were the result of the coupling or uncoupling of cars, falling from trains and engines, over-head obstructions, collisions, derailments, or from other causes.

From these reports deductions are made which must be considered as containing many items of public interest, and the tabulation and consolidation of the reports, when compared with similar statistics of other years, are an indication of the prosperity, or lack of prosperity, in the shipping interests of the state and nation, and to a very great extent indicate the degree of financial prosperity enjoyed by the people of the country. The increase of mileage, the wonderful advance in the amount of tonnage, the rapid multiplying of the number of passengers carried, the prodigious sums invested in the way of the capital stock of these companies, and the annual additions of millions to such capitalization, produce problems for the student in finance, and indicate the magnitude of our commerce, as well as our wonderful progress and general prosperity as a nation. So rapid has been the development of railway interests that a revolution has resulted in all the branches of commerce. The statistics furnished will supply the student of finance and political economy with data from which he can make valuable and interesting deductions.

From the reports of the companies there have been made a consolidation and classification of statistics which appear in the tabulations immediately after the detailed reports. From these tabulations some observations are made regarding topics that are of great interest to the public.

CAPITALIZATION.

STOCKS AND BONDS.

In the study of the capitalization of the railways that make reports to this department, it must be remembered that the capital given does not apply alone to the mileage of the roads wholly within Pennsylvania, but to the entire mileage of the roads, embracing the mileage of lines wholly in the state and also those partly in the state. It will also be well to understand that the total capitalization given both as to the "the amount

authorized by law" and "the amount outstanding" or paid in, is in nearly every case based upon returns made by roads in operation or in process of construction, and does not include the capital of roads heretofore constructed in whole or in part and since abandoned, as in the case of the South Pennsylvania, whose capitalization has been heretofore tabulated, but is now omitted from the published reports, on account of the apparent abandonment of the enterprise. So with many other proposed roads, which in some cases have existed for years only on paper and whose construction is a problem of the future, the solution of which may never be made.

These items of funded indebtedness and capital stock being eliminated from the reports and from the consolidated tables, we find that the combined capital stock authorized by law of the companies reporting is $1,071,993,169.15, and that the amount of the stock outstanding or paid in is $882,184,620.47, and that the amount of cash alleged to have been received on capital stock outstanding is $881,477,781.75. When it is known that much of the stock outstanding has actually been given for construction, equipment and permanent improvements, the figures as to the amount of cash received on capital stock should not be considered as entirely reliable; or else we must assume that the companies, in compiling this information, must have considered all stock issued for construction, equipment and permanent improvements as cash actually received. This way of considering stock would not be objectionable, even as statistics, if, as a matter of fact, the stock so outstanding were issued on a cash basis. Too often, however, stocks and bonds are issued in payment of construction, etc., to contractors in the payment of bills which would generally be liquidated for a very much reduced amount of cash. Last year's report, which was much less complete than the report for this year, and which included capital stock of roads not in operation or process of construction, in some cases showed that the capital stock paid in was $862,219,423.58, and that the cash received on such capital stock was $859,535,920.82. In the comparative tables covering a period of five years, published hereafter, some of the companies, whose returns were included in the comparative tables last year, have been excluded, for the reason that such companies were not in operation, and in some cases their lines were not constructed; while in others, as before stated, the enterprise has been abandoned. Therefore the comparative figures will differ somewhat from those given in last year's report. From these tables it will be seen that the total amount of cash realized from the sale of stock, as reported in 1887, was $739,476,849.24; in 1888, $766,260,715.40; for the year ending June 30, 1890, $784,220,397.65; in 1891, $841,673,998.92 as against $881,477,781.75 as given for the year 1892. These comparative annual statements of cash paid in on the capital stock of railway corporations show the steady advancement and development of the railway interests in Pennsylvania. Comparisons might be

made between some of the leading railways as to the amount of cash realized from the sale of capital stock, and while there are discrepancies in the reports of the companies, when those of one year are compared with those of another, they are nevertheless fraught with considerable interest to the public and especially to those who are interested financially in the roads. In 1887, the Philadelphia and Reading Company reported as cash realized from the sale of stock $40,119,211.78; in 1888, $39,480,361.78; in the year ending June 30, 1890, $39,480,361.78; in 1891, $39,775,361.78; in 1892, $40,105,361.78. The Pennsylvania Railroad Company reported in 1887, $106,544,500.00; in 1888, $106,545,400.00; in the year ending June 30, 1890, $113,488,600.00; in 1891, $123,584,750.00; in 1892, $126,774,050.00. The New York, Lake Erie and Western Company, whose operations, mileage and capitalization are among the first of the roads of the country, reported in 1887, $86,535,900.00, and for the four years succeeding, including the year ending June 30, 1892, about the same amount. The Pennsylvania Company, a corporation which does not own any roads, but is engaged solely in the operation of roads, reported in 1887, $20,000,000 as the amount realized from the sale of capital stock, and no change was made in the amount until last year when it was increased about $1,000,000.

The entire capitalization of a road is generally admitted to be made up of the capital stock paid in and the funded or bonded indebtedness. We believe that all the railway commissions of the various states, as well as the interstate commerce commission, make up the capitalization in this way.

The funded indebtedness of the roads reporting for the year ending June 30, 1892, is given at $928,632,341.10, making the combined funded indebtedness and the stock outstanding ($882,184,620.47) $1,810,816,961.57. In addition to the bonded indebtedness, which makes up over half of this amount, there are current liabilities of $116,821,335.48, or a total funded and unfunded indebtedness of $1,927,638,297.05.

In 1887 the bonded and floating indebtedness of these roads was reported at $768,626,741.17; in 1888, $856,074,872.53; in the year ending June 30, 1890, $976,502,589.54; in 1891, $1,011,141,299.26; in 1892, $1,033,295,617.65.

The following table will show the advancement in the funded and unfunded indebtedness of the leading roads named:

Lake Shore and Michigan Southern.		*New York, Lake Erie and Western.*	
1888,	$46, 766, 000 00	1888,	$78, 550, 865 10
1889,	46, 516, 000 00	1889,	78, 567, 245 10
1890,	48, 796, 417 19	1890,	83, 445, 373 32
1891,	48, 647, 420 07	1891,	83, 471, 082 30
1892,	49, 494, 377 15	1892,	84, 772, 522 79

Pennsylvania Railroad.		*Philadelphia and Reading Railroad.*	
1888,	$63, 380, 690 00	1838,	$99, 776, 179 72
1889,	63, 378, 740 44	1889,	144, 436, 058 08
1890,	100, 170, 526 29	1890,	150, 766, 504 51
1891,	101, 553, 526 15	1891,	154, 720, 767 80
1892,	100, 043, 680 18	1892,	153, 800, 402 45

The capitalization per mile of road is not easily determined, for the reason that there are roads like the New York, Lake Erie and Western making reports to this department on capitalization and mileage where the total mileage given includes that of roads leased in other states, and such leased roads being entirely without the limits of Pennsylvania make no report to this department. Hence an attempt to determine the capitalization per mile of road by dividing total capitalization by the mileage would produce misleading results. This is apparent for the reason that the mileage would represent the entire mileage of all roads owned or operated, but the capitalization would not embrace all the roads that make up the grand total of mileage. As explaining this condition, an examination of the report of the Pennsylvania Company will show its total mileage as being 2,550.98. This includes the mileage (116) of the Indianapolis and Vincennes, leased by the former company, no part of which is in Pennsylvania, and therefore the company owning the road is not bound to make a report. We, therefore, have no statistics regarding its capitalization. So that in determining the amount of capitalization per mile of the roads making reports, the aggregate mileage of roads situated as the Indianapolis and Vincennes must be deducted from the total mileage reported to get a proper divisor by which to ascertain the total capitalization per mile of road. A careful examination has been made to ascertain the mileage of all such leased roads, like the Indianapolis and Vincennes, by which no reports are made to this department, to ascertain the total mileage of such roads, and from this examination it is learned that the aggregate mileage of roads so situated is 4,427.21, which amount deducted from the total mileage would leave 13,554.04 miles, or a proper divisor with which to divide the entire capitalization to ascertain the total cost or capitalization per mile of road. From this operation we find the total capitalization per mile to be $133,599.79. These figures differ materially from those reported by the interstate commerce commission for the year ending June 30, 1891, which were $60,942, and for the year 1890, $60,340 capitalization per mile of road; but in considering this discrepancy it is probably a fact that there are more miles of double, treble and quadruple tracks in Pennsylvania than in any other state of the Union; and it is a fact, too, that most of the railways of Pennsylvania are in a very advanced stage of perfection, and on account of the topography of the state, the mountains over which railways have been built, and other

natural conditions, railway construction is made expensive. To these things is largely due the greater amount of capitalization per mile in Pennsylvania than in most other sections of the country, as compared with the general average of the total capitalization per mile. The figures given by the interstate commerce commission for the years 1890 and 1891 show an average increase of capitalization per mile of $602. From this we may infer that the cost of railway construction is increasing, not perhaps on account of the materials necessarily used in the construction of roads, but rather to the cost of rights of way; for as land values increase there must be a proportionate increase in the necessary expense of securing the right of way.

AMOUNT OF INTEREST ACCRUED DURING THE YEAR.

The magnitude of the railway interests of Pennsylvania is perhaps a little more easily comprehended when it is known that for the year 1892 the accrued interest on the bonded indebtedness and car trust obligations amounted to $46,417,683, an increase of about four millions over the amount reported for the year 1891; the amount then being $42,528,820.81.

COST OF ROADS AND EQUIPMENT.

The reports for 1892 show additions to the amounts previously reported as to cost of roads and equipment of $58,632,157.90, making the total cost of roads and equipment $1,503,242,958.91.

Continuing the comparison between the four leading roads before referred to, we find the entire cost of road and equipment for the five years to be as follows:

Lake Shore and Michigan Southern.	*New York, Lake Erie and Western.*
1888, $84, 000, 000 00	1888, $14, 138, 567 97
1889, 84, 000, 000 00	1889, 14, 772, 494 27
1890, 84, 000, 000 00	1890, 161, 145, 923 43
1891, 84, 000, 000 00	1891, 161, 621, 092 44
1892, 84, 000, 000 00	1892, 162, 739, 413 26
Pennsylvania.	*Philadelphia and Reading.*
1888, $67, 625, 744 71	1888, $75, 385, 325 86
1889, 68, 793, 078 34	1889, 96, 097, 051 38
1890, 88, 735, 287 86	1890, 98, 125, 807 24
1891, 94, 003, 316 77	1891, 102, 018, 897 21
1892, 99, 075, 027 25	1892, 105, 668, 006 87

From the returns made to the interstate commerce commission, it would seem that the entire cost of railways in the United States is not far from ten billions of dollars.

EQUIPMENT.

The number of locomotives in use in 1892 was 8,046, as against 7,016 last year. The number of cars in passenger service was 6,180, as against 5,626; the number in freight service 312,206, as against 278,960. The total number of cars of all kinds for public service and fast freight lines and for the service of the companies was 345,628, as against 321,583 for the previous year. In the United States the number of locomotives was 32,139; an increase of 1, 999 over the previous year; the number of cars owned by the companies was 1,215,611; an increase of 45,944. The number of locomotives per 100 miles of roads reporting here is forty-five, the number of passenger cars thirty-four and the number of freight cars 1,734. In the United States the numbers are, locomotives, 20, passenger cars, 17, and freight cars, 714 per 100 miles of road.

MILEAGE.

From the reports of the companies for the year ending June 30, 1892, deductions have been made with reference, first, to the length of main line of road in miles; second, length in miles of branch roads owned; third, length of line operated under lease, contract or otherwise; fourth, total number of miles operated; fifth, total number of miles operated in Pennsylvania; sixth, miles of new line constructed during the year; seventh, aggregate length of all tracks, including yard tracks, sidings and spurs; eighth, aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania.

This information appears in the consolidated table designated as "Table D." From this table it will be observed that the combined length of all roads reporting to this department is 17,981.25, and that 9,022.87 is the entire amount of mileage within the limits of the state. In other words, a trifle over fifty per centum of the mileage of all the roads reporting is within the state. It would appear also, from these reports, that during the year ending June 30, 1892, 414.16 miles of new road were constructed. This item of new road constructed refers to the construction of new roads or extensions of old ones, and does not refer to the building of second, third and fourth tracks, or to spurs. This observation is also true with reference to the entire mileage within the state, the amounts being representative of the entire mileage without reference to the second, third and fourth tracks which may be used in operation. The entire trackage of all roads, whose reports are made to this department, is 31,317.72 miles, and of this 16,177.31 miles are within the limits of the state.

In the report of the statistician of the interstate commerce commission, for the year ending June 30, 1890, there were three states in the Union whose mileage was reported as greater than that of Pennsylvania,

to wit; Illinois, 10,213.97 miles; Kansas, 8,806.45, and Texas, 8,613.42; while Pennsylvania at that time was reported as having only 8,453.20. It is not probable that the mileage of any other state has increased sufficiently since 1890 to place it beyond that of Pennsylvania, and it may be possible that Pennsylvania's present mileage of 9,022, as before stated, may exceed that of one or two of the three states named as having, in 1890, a greater mileage than Pennsylvania.

While the entire mileage of roads in Pennsylvania is less than in the three states named, it is not probable that the entire trackage of these states is as great as the trackage of Pennsylvania. The busines done per mile by the roads in this state is perhaps greater than in any of the three states named, and the necessity therefore exists to a greater extent for having second, third and fourth tracks in this state than in any of the others. This seems to be a fact which must be accepted, that the entire trackage of Pennsylvania is greater than that of any other state, for the reason that the capitalization per mile of road is about $133,000, while the average capitalization throughout the United States is about $60,000 per mile. Of course, the greater the number of tracks used by a railway system, the greater will be the capitalization per mile. For the year ending June 30, 1891, there were in the United States, according to the returns to the interstate commerce commission, 168,402.74 miles of road, with an entire trackage of 216,149.14 miles, showing that the mileage of the roads in the United States is 78 per centum of the entire trackage; while in Pennsylvania, where the entire mileage is 9,022.87, and the entire trackage, 16,177.31, or a mileage equal to fifty-six per cent. of the entire trackage. These figures indicate that of the roads within Pennsylvania there is substantially enough trackage to make a double track for all roads in the state.

For the year just closed in Pennsylvania we have twenty miles per hundred square miles of territory. For the year 1891 the State of Connecticut had 20.77 miles of line per hundred square miles of territory, Delaware had 16.10, Illinois 18.25, Iowa 15.12, Massachusetts 25.99, New Jersey 27.71, New York 16.19 and Ohio 19.68.

The increase in railway mileage in the United States during the year ending June 30, 1891, was 4,805.69 miles.

During the year the census bureau of the United States published a bulletin giving the railway mileage of the world. We may presume that these figures are substantially correct, for the reason that the statistician of the interstate commerce commission has had in charge the compilation of the statistics on this subject. The statistics represent the mileage of roads completed in the year 1890, and no reference is made or information given with regard to the construction of roads since that year. An examination of the railway mileage of the different nations seems to indicate that railway enterprises thrive and prosper most among the civilized people of the world, and it is also a fact that the

student of history must be convinced that the development of railway interests has extended civilization and education. The total railway mileage of the world is 370,281 miles, and of this amount, in 1890, the United States had more than 44 per cent., while the entire mileage of the old world is several thousand miles less than that of the United States. Europe, which seems to have the greatest density of population, has 136,865 miles, Asia 18,798 miles, Africa 3,992 miles; or an aggregate of 159,635 miles in these three grand divisions. Many references have been made to the rapid growth of railway interests in the United States, and by comparison with other countries of the world the United States seems to be in the van in the way of railway development. For, in 1830, when railway construction began, there were but forty miles of road; in 1860 there were 28,919.79; in 1890, thirty years later, there were 163,597.05. As the rapid development of railways in a nation, and the encouraging inducements for investments offered by railway enterprises are a reasonably sure indicator of the prosperity of the people, a fact admitted by the political economists everywhere, it seems to follow that the wonderful growth, development and prosperity of the railways of the United States, from 1860 to the present time, speak volumes in favor of the industrial policy of this nation in vogue during the period named.

As before seen, in 1830 there were but 40 miles of road in the United States, in 1840, 2,755.18; in 1850, 8,571.48; in 1860, 28,919.79; in 1870, 49,168.33; in 1880, 87,724.08; in 1890, 163,597.05. In 1840 there were thirteen one-hundredth of a mile of line in the United States to every one hundred square miles of territory, and in 1860 there were ninety-seven one-hundredths miles of road to every one hundred square miles of territory, and in 1890 there were five and fifty-one one-hundredths miles of line to every one hundred square miles of territory. In 1840 there were 1.61 miles of road to every 10,000 inhabitants, and in 1890 26.66 to every 10,000 inhabitants.

The following table, which is a summary of the railway mileage of the world, by countries, for the year 1890, was prepared by the statistician of the interstate commerce commission for the census bureau of the United States. It will show the length of railways in each country, the square miles of territory, the length of line per hundred square miles of territory, the number of inhabitants in each country, and the length of line per each 10,000 inhabitants:

RAILWAY MILEAGE OF THE WORLD.

Summary of Railway Mileage of the World, by Countries, for 1890.

COUNTRIES.	Length of line (Miles.)	Square miles of territory.	Length of line per 100 square miles of territory.	Number of inhabitants.	Length of line per 10,000 inhabitants.
Europe	136,865	3,777,938	3.62	356,526,000	3.84
Germany	25,969	208,672	12.44	48,512,000	5.35
Austria and Hungary, including Bosnia	16,467	261,206	6.30	42,087,000	3.91
Great Britain and Ireland	19,939	121,436	16.42	38,584,000	5.17
France	22,586	204,155	11.06	38,219,000	5.91
Russia, including Finland	18,728	2,080,546	0.90	96,000,000	1.95
Italy	8,117	114,372	7.10	30,947,000	2.62
Belgium	3,215	11,387	28.23	6,094,000	5.28
Netherlands	1,887	13,742	13.73	4,762,000	3.96
Switzerland	1,929	15,942	12.10	2,934,000	6.57
Spain	6,127	198,404	3.09	17,545,000	3.49
Portugal	1,280	34,315	3.73	4,307,000	2.97
Denmark	1,223	14,784	8.27	2,172,000	5.63
Norway	971	125,604	0.77	1,978,000	4.91
Sweden	4,915	173,932	2.83	4,774,000	10.30
Servia	327	18,760	1.74	2,096,000	1.56
Roumania	1,580	49,254	3.21	5,376,000	2.94
Greece	440	24,974	1.76	2,187,000	2.01
Turkey in Europe, Bulgaria and Roumelia	1,097	106,034	1.03	7,641,000	1.44
Malta, Jersey and Man	68	425	16.00	311,000	2.19
North America	182,937	7,020,606	2.61	82,036,714	22.30
United States	163,597	2,970,000	5.51	*62,947,714	25.99
British America (Canada)	13,322	3,084,410	0.43	4,390,000	30.35
Newfoundland	115	42,730	0.27	198,000	5.81
Central America (Guatemala, Salvador, Costa Rica, Nicaragua and Honduras)	559	172,117	0.32	2,900,000	1.93
Mexico	5,344	751,349	0.71	11,601,000	4.61
South America	16,552	7,010,918	0.24	36,401,000	4.55
United States of Colombia	231	464,397	0.05	4,000,000	0.58
Cuba	1,056	45,857	2.30	1,522,000	6.94
Venezuela	441	594,208	0.07	2,239,000	1.97
Republic of Santo Domingo (eastern part of the island of Haiti)	71	17,447	0.41	610,000	1.16
Porto Rico	11	3,706	0.30	785,000	0.14
Brazil	5,779	3,218,159	0.18	14,602,000	3.96
Argentine Republic	5,129	1,076,708	0.48	3,808,000	13.47
Paraguay	149	97,697	0.15	330,000	4.52
Uruguay	470	72,143	0.65	687,000	6.84
Chile	1,926	299,536	0.64	2,715,000	7.09
Peru	994	405,030	0.25	2,630,000	3.78
Bolivia	106	515,001	0.02	1,190,000	0.89
Equador	167	115,646	0.14	1,005,000	1.66
British Guiana	22	85,383	0.03	278,000	0.79
Asia	18,798	4,105,380	0.46	712,118,000	0.26
British India	15,837	1,455,066	1.09	255,648,000	0.62
Ceylon	180	24,743	0.73	2,863,000	0.63
Russia (Transcaspian district)	890	214,191	0.42	430,000	20.70
Persia	11	636,205	.....	8,000,000	0.01
Dutch (East India)	797	50,836	1.57	21,998,000	0.36
Japan	907	147,606	0.61	39,607,000	0.23
China (proper)	124	1,553,534	0.01	381,555,000	....
Cochin China and Pondichery	52	23,199	0.22	2,017,000	0.26
Africa	3,992	587,184	0.68	7,785,000	5.13

* Including Indians not taxed.

RAILWAY MILEAGE OF THE WORLD—*Continued.*

COUNTRIES.	Length of line. (Miles.)	Square miles of territory.	Length of line per 100 square miles of territory.	Number of inhabitants.	Length of line per 10,000 inhabitants.
Algiers and Tunis,	1,923	229,245	0.84	5,317,000	3.62
Cape Colony,	1,785	217,357	0.82	1,377,000	12.96
Natal,	234	18,760	1.25	481,000	4.86
South African Republic.	50	121,822	0.04	610,000	0.82
Australia,	11,137	3,074,336	0.36	3,828,000	29.09
New Zealand,	1,905	104,220	1.83	662,000	28.78
Victoria,	2,288	87,854	2.60	1,118,000	20.47
New South Wales,	2,252	309,070	0.73	1,122,000	20.07
South Australia,	1,757	903,163	0.19	324,000	54.23
Queensland,	2,063	668,050	0.31	407,000	50.69
Tasmania,	375	26,364	1.42	151,000	24.83
Western Australia,	497	975,615	0.05	44,000	112.95
RECAPITULATION.					
Total,	370,281	25,576,362	1.45	1,198,694,714	3.09
Europe,	136,865	3,777,938	3.62	356,526,000	3.84
North America,	182,937	7,020,606	2.61	82,036,714	22.30
South America,	16,552	7,010,918	0.24	36,401,000	4.55
Asia,	18,798	4,105,380	0.46	712,118,000	0.26
Africa,	3,992	587,184	0.68	7,785,000	5.13
Australia,	11,137	3,074,336	0.36	3,828,000	29.09

Any close observer of the development of civilization and commerce must be mindful of the wonderful influence the railway construction of the world has had upon the social and political condition of the people. Before railway construction began the great cities of the world, and the commercial centers, were, of necessity, located along the great rivers, lakes and other bodies of water which communicated directly with the ocean. Nearly all manufacturing centers were then seaport towns. The construction of railways has made a vast change, and has made it possible for manufacturing centers to be located remote from water communication. For, as may be seen with reference to the cost of transportation, the products of the farm, of the manufacturer and of the forest, are now transported from one part of the country to another much more cheaply than they formerly were, when the only means of transportation was by the water ways of the country. The construction of railways has, therefore, made it possible for manufacturing interests to be conducted successfully in localities remote from water-ways, where the only means of transportation is by railway. Some parts of the country have been seriously affected by railway development. This is especially true of the farming territory in the eastern portions of the United States. Prior to the development of agriculture in the west, the farming lands

in the eastern states and middle states, close to manufacturing centers, had arisen to an unreasonably high price per acre; but as soon as the owners of these lands were put in close competition with the farmers of the prairies of the west, through the low rates charged by railway companies for the transportation of the products of the western farms to the eastern markets, they were seriously affected, for it is a fact that the expense of raising wheat in the west is much less than in Pennsylvania and other eastern states, and when the value of the land is taken into consideration, involving an item of capitalization, the unfavorable position held by the eastern farmer is most marked; for, in many instances, he has paid hundreds of dollars per acre for his land, while the western farmer has, in many cases, acquired title to his by occupancy, or by paying a price per acre so low as hardly to be mentioned as an item of capitalization. More than this, the land in the east is less productive than that in the west, and as the cost per bushel for transporting wheat and corn from the prairies of the west to the east is so small as scarcely to be an important factor, it will be seen how injuriously low rates of transportation has prejudiced the interests of the Pennsylvania farmer. This is one effect produced by the great development of the railway interests in the United States; for, by this development, land values have been affected throughout the entire country favorable to owners in some localities and unfavorably generally to the eastern farmer, especially with reference to the production of corn and wheat. Then the lands which, prior to the railway era, were of no value have now become valuable for many purposes, principally for farming, while the farming lands of the eastern states have, to a great extent, deteriorated in value. Occasionally there are some localities injuriously affected by railway extension, but in the country generally results are most favorable, and the people of the United States have been highly benefited.

EMPLOYES.

The department has attempted to secure information as to the total number of men employed, including officials, particularly as to the number employed in Pennsylvania. This subject, like many others, is of a character not susceptible of an apportionment that will produce accurate results, for a system of railway like that of the Erie, employing upwards of 17,000 persons, and only having a short mileage in this state, doing but little business of any kind in this state, except the hauling of trains over limited portions of the road, cannot easily determine, indeed cannot accurately determine, what portion of their entire force of employes should be apportioned to Pennsylvania. Nor is this system able to determine what portion of the compensation paid to employes for services rendered should be apportioned to this state. It is true that

there are some phases of the railway business in which these results can be fairly and definitely determined, as in the case of the shops of the Erie system in Susquehanna county, where most of the employes are residents of Pennsylvania, and in nearly all cases the services of the men are rendered within the limits of Pennsylvania. When, however, as before indicated, the services of the employes are devoted to transportation of either freight or passenger traffic, where the trains simply enter the state for a few miles and then pass out, as do express trains and through freight trains on this road, which in many cases do not stop within the state, it seems safe to say that no rule can be established by which apportionments can be made that will be entitled to more weight than that of a very rough estimate, and as statistics, which will not stand a reasonable test of accuracy, must be considered as misleading, we do not feel that much weight should be paid to an apportionment, either as to the number of employes or the amount of compensation reported by railway managements, whose lines pass through two or more states. Some railway managements, whose lines are so situated, do not attempt to make such apportionment, for the reason, as they declare, that it is impossible to ascertain or make an estimate or approximation which can be relied upon as representing facts.

By the system of accounts kept by the Pennsylvania Railroad Company, which is admitted to be the par excellence of accuracy and general systemization, all details of finance and operations are so arranged as to make it possible to get nearly every item of fact pertaining to the general operations of the system without delay; yet that management, full and complete as its splendid and exhaustive report is, does not attempt to make an apportionment of employes or compensation paid with reference to Pennsylvania alone. To the question as to the "total number of employes in Pennsylvania," propounded in the blanks, the answer is "impossible to determine, as employes are not confined to one state." This answer fortifies us in saying that no information on this subject can be gleaned of a reliable nature. We have, however, prepared a tabulation, which shows the number of employes in Pennsylvania as reported, though, for reasons given, the information so tabulated must not be considered as accurate. It can be received for what it seems to be worth to any one who will take the time to analyze it. The returns as to the total number of persons employed on all the roads are of a reliable character and indicate the number to be 213,573 for the year ending June 30, 1892.

Each item of the reports of the companies contributes to the positive evidence of the wonderful growth of railway interests, but none seems to surpass the evidence given in the reports as to the increase from year to year in the number of employes. For the year ending June 30, 1891, the entire number was 187,656, for year ending June 30, 1892, 213,573. From the reports of the interstate commerce commisssion for 1891, it

appears that the total number of officers and employes on the roads of the United States was 784,285, there being an increase of 34,984 over the previous year, when the number was 749,301. In Pennsylvania, or on the lines reporting to this department, the number employed per 100 miles of road is 1187. In the entire country for the year 1889, the number of railway employes in proportion to the number of inhabitants was one in about eighty-seven; in 1890, one in eighty-four, and in 1891, one in eighty-two. These figures indicate that the proportion of the population engaged in the railway transportion business is increasing annually, which fact is another evidence of the rapidly increasing railway interests of the country. While this is a fact, the efficiency of the employes is emphasized by the fact that there is a proportionately greater increase in the tonnage and the number of passengers carried.

The five companies reporting the largest number of employes are the Pennsylvania, 54,527; Philadelphia and Reading, 28,716; Lake Shore and Michigan Southern, 17,442; New York, Lake Erie and Western, 17,211, and the Pittsburg, Cincinnati, Chicago and St. Louis, 11,242, or a total of 129,138.

COMPENSATION OF EMPLOYES.

The total compensation of officers and employes reported by the companies for 1890, was $98,880,222.35; for 1891, $102,915,304.44; for 1892, $113,798,051.28. It will be seen from these figures that the increase of compensation paid employes during the year just closed is $10,882,746.84. The returns of some of the companies are somewhat defective in this respect, several of them, while reporting the number of employes, fail to give the annual compensation, and hence the average yearly and monthly compensation as indicated by these figures differ somewhat from the actual average of such compensation. From the $113,798,051.28 paid to the 213,573 employes, we find the average yearly compensation to be $532.82, $44.40 per month, and $1.45 per day. The actual amount paid per day is, it may be presumed, much more, for the reason that daily compensation is paid on the basis of three hundred and sixty-five days per year, when the facts will undoubtedly show a less number of days of actual service. As before seen, the Pennsylvania, the Philadelphia and Reading, the Lake Shore and Michigan Southern, the New York, Lake Erie and Western, and the Pittsburg, Chicago, Cincinnati and St. Louis are the five companies employing the largest number of employes. These roads had in their service during the past year 129,138, or 60½ per cent. of the entire number reported. These companies paid $75,307,680.10, or 66⅔ per cent. of the entire compensation paid to officers and employes.

The following comparative table covering a period of three years will show the number of men employed by these companies, and the amounts paid annually as compensation. While these figures should not be con-

sidered as absolutely correct, they may be relied upon as a safe basis for predicating computations on this subject:

Comparative statement showing the number of employes of five roads, with their compensation for three years.

NUMBER OF EMPLOYES.

	1890.	1891.	1892.
Pennsylvania railroad,	50,748	51,750	54,527
Philadelphia and Reading railroad,	14,117	14,190	*28,716
Lake Shore and Michigan Southern,	13,667	13,966	17,442
New York, Lake Erie and Western railroad,	16,845	16,962	17,211
Pittsburg, Chicago, Cincinnati and St. Louis,	5,003	10,503	11,242
Total,	100,380	107,371	129,138

COMPENSATION OF EMPLOYES.

	1890.	1891.	1892.
Pennsylvania railroad.	$29,111,751 53	$29,389,842 78	$31,628,443 30
Philadelphia and Reading railroad,	7,933,097 01	8,202,955 35	*16,197,796 64
Lake Shore and Michigan Southern,	7,767,022 80	8,146,674 46	9,998,380 04
New York, Lake Erie and Western,	9,964,938 25	10,236,556 99	10,498,475 91
Pittsburg, Chicago, Cincinnati and St. Louis,	2,995,811 74	4,934,547 74	6,984,584 21
Total,	$57,772,621 33	$60,910,577 32	$75,307,680 10

* Includes employes of, and compensation paid by, Lehigh Valley and other lines recently leased by the Philadelphia and Reading Railroad Company.

TRAIN MILEAGE.

PASSENGER TRAIN MILEAGE.

The operating roads report 66,055,516 as the total number of miles run by passenger trains against 56,197,662 for the preceding year, an increase of passenger train mileage of 9,857,854, and an increase of passenger train mileage equal to $6\frac{7}{10}$ per cent.

The roads showing the highest passenger train mileage are the Pennsylvania having 15,179,245 miles; the Philadelphia and Reading, 7,484,539; the Lake Shore and Michigan Southern, 4,888,410; the New York, Lake Erie and Western, 4,869,089; and the Pittsburg, Cincinnati, Chicago and St. Louis, 4,196,720, or a total of 36,618,003, a considerable more than one-half of the entire passenger train mileage reported. These five roads reported a passenger train mileage for the previous year of 31,926,871. This shows an increase of these five roads of 4,691,132, or about one-half the entire increase reported.

The highest average rate of speed of passenger express trains is given as follows: Cumberland Valley, forty-eight miles per hour; Lehigh and Susquehanna, forty-five miles per hour; Philadelphia, Wilmington and Baltimore, forty-five; Pittsburg, Fort Wayne and Chicago, thirty-nine; Pennsylvania, thirty-eight, and the Delaware, Lackawanna and Western, thirty-eight miles.

FREIGHT TRAIN MILEAGE.

Last year the reports showed a freight train mileage of 103,805,943, while the returns for this year give a total of such train mileage at 113,261,396, or an increase of 9,455,453 of freight train mileage.

The five roads reporting the greatest freight train mileage are the Pennsylvania, 22,860,721; the Philadelphia and Reading, 16,105,669; the New York, Lake Erie and Western, 12,490,552; Lake Shore and Michigan Southern, 8,707,146, and the Pittsburg, Cincinnati, Chicago and St. Louis, 7,538,544, or a total of freight train mileage of 67,702,632, and in round numbers about three-fifths of the entire freight train mileage reported. These figures seem to indicate that the large roads are at least not losing their share of business.

The total mileage of all trains, both passenger and freight, is given for the year ending June 30, 1892, at 173,748,751, as against 160,162,474, reported for the year ending June 30, 1891. While there may not be any remarkable increase in the freight train mileage for the next year, it may be expected that the trunk lines, whose reports are filed in this department, will show a decided increase in both the number of passengers carried and passenger train mileage, on account of the impetus which will be given to passenger traffic during the time when the World's Fair is being held in the city of Chicago, Illinois.

PASSENGER TRAFFIC.

The number of passengers carried during the year was 140,190,599, and the number carried one mile 2,678,244,624, as against 138,070,156 and 2,584,113,113 for the year ending June 30, 1891. Five years ago the number of passengers carried was 91,892,950. These figures certainly indicate a marked increase in the passenger traffic.

The five companies carrying the greatest number of passengers during the past year were the Pennsylvania, 45,288,629; Philadelphia and Reading, 22,509,193; New York, Lake Erie and Western, 11,805,389; Philadelphia, Wilmington and Baltimore, 10,488,202; Pittsburg, Cincinnati, Chicago and St. Louis, 6,146,788; making a total of 96,238,201. The Lake Shore and Michigan Southern carried 5,868,299. The average distance per passenger carried was, Pennsylvania, 18 miles; Philadelphia and Reading, 12 miles; New York, Lake Erie and Western, 24 miles; Philadelphia, Wilmington and Baltimore, 19 miles; Pittsburg,

Cincinnati, Chicago and St. Louis, 24 miles; Lake Shore and Michigan Southern, 42 miles.

The following five companies show the greatest passenger traffic per mile of road, Coudersport and Port Allegheny, 8,527; Corning, Cowanesque and Antrim, 8,161.64; Pine Creek, 7,932; Pennsylvania, 7,697.46; Philadelphia, Wilmington and Baltimore, 7,067.03. It is understood, of course, that these deductions are made from the reports of the companies named with reference simply to the mileage of the roads owned or operated and without regard to whether they have double or single track. In this connection it is well to bear in mind that the road that has received the highest amount per mile of line is the Coudersport and Port Allegany, which is a single track road.

From the reports made to the interstate commerce commission for 1891, the total number of passengers carried appears to have been 531,183,988, and the number carried one mile 12,844,243,881. By comparison it will be observed that the roads reporting to this department have 26 per centum of the entire passenger traffic, and of those carried one mile 21 per centum.

FREIGHT TRAFFIC.

The number of tons of freight carried by the roads reporting for the year ending June 30,1892, was 290,480,712. The number of tons carried one mile was 27,319,013,553. From this tonnage the companies received, as before indicated, $193,337,535.22. The number of tons carried for the year ending June 30, 1891, was 247,496,622, and the number carried one mile 24,926,313,724.

The five companies showing the highest freight earnings per mile were the Delaware, Lackawanna and Western, $27,521.93; Lehigh and Susquehanna, $22,913.63; Pennsylvania, $18,667.05; Pittsburg, Fort Wayne and Chicago, $18,249.48; New York, Lake Erie and Western, $17,430.91.

The five companies showing the highest number of tons of freight carried, and the average distance hauled of one ton, are the Pennsylvania, 69,195,328 tons, average distance, 106 miles; Philadelphia and Reading, 32,174,989, average distance, 95 miles; New York, Lake Erie and Western, 18,614,822, average distance, 165 miles; Lake Shore and Michigen Southern, 13,332,519, average distance, 182 miles; Northern Central, 13,162,304, average distance, 67 miles; or a total of 146,479,962 tons carried, and an average distance of 123 miles.

ALL KINDS OF FREIGHT CARRIED.

PRODUCTS OF AGRICULTURE.

The products of agriculture carried during the year are given at 19,174,726 tons. Last year the amount of such tonnage was 14,898,303,

or an increase of tonnage from the products of farms of 4,276,423, being an increase over the amount carried for the year ending June 30, 1891, of twenty-nine per cent. The New York, Lake Erie and Western ,of this kind of tonnage, having carried 2,310,605 tons; the Pennsylvania, 2,825,951 tons; the Lake Shore and Michigan Southern, 2,239,835 tons; the Pittsburg, Cincinnati, Chicago and St. Louis, 1,532,942 tons; the Philadelphia and Reading, 2,199,805 tons.

PRODUCT OF MINES.

Last year the tonnage from mines carried was 152,915,899, but for the year ending June 30, 1892, the amount appears to be 171,913,484, an increase of twelve and one-half per cent., or in number of tons, 18,997,585. These figures represent a large increase in tons of coal and other products of the mines, but by no means show so great a percentage of increase as do the products of agriculture. Of this tonnage from the mines the Lake Shore and Michigan Southern has carried 5,720,093 tons; the New York, Lake and Western, 11,934,375 tons; the Pennsylvania, 35,764,736; the Northern Central, 7,423,585; the Philadelphia and Reading, 22,613,282; the Lehigh and Susquehanna, 6,792,201, and the Delaware, Lackawanna and Western, 8,510,760.

PRODUCTS OF FORESTS.

In the year ending June 30, 1891, the tonnage from forests was 14,706,573, and for the year ending June 30, 1892, 15,853,793, an increase in tons of 1,147,220, from the forests, being an increase of but seven and one-half per cent. during the year. It will be observed that this is a much smaller percentage of increase than that given as tonnage from rgriculture and mines. Of the tonnage from forests the Pennsylvania has carried, 2,922,741 tons; New York, Lake Erie and Western, 1,345,873; Northern Central, 1,148,873; Philadelphia and Reading, 1,370,336; Western New York and Pennsylvania, 1,051,483, or a total of these five roads, 7,839,306, or nearly fifty per cent. of the entire amount of such tonnage.

MANUFACTORIES.

The tonnage carried by railway companies reporting for this year is a surprise, in that there is so small an increase in the product of manufactories. The number of tons reported as having been carried during the year just closed being 35,528,399, and for the previous year 35,467,139, an actual increase in tons of but 61,260, while there is only a percentage of increase of .0017. Why there should be such a marked increase, especially in agricultural tonnage and substantially none in the tonnage from manufactures, is a question not easily answered. The railway companies which secured over a millon of such tonnage are the Allegheny Valley, 1,323,577; the Cleveland and Pittsburg, 1,384,475; the Lake Shore and Michigan Southern, 1,734,975; New York,

Lake Erie and Western, 1,410,253; Northern Central, 2,156,659; Pennsylvania, 10,226,129; Philadelphia and Reading, 3,335,889; the Philadelphia, Wilmington and Baltimore, 1,346,372; Pittsburg, Cincinnati, Chicago and St. Louis, 2,784,487; Pittsburg, Fort Wayne and Chicago, 1,519,595.

MERCHANDISE, MISCELLANEOUS, ETC.

The tonnage under these headings is 20,862,902, and for the previous year, that ending June 30, 1891, was 20,797,301, or an increase of tonnage under these headings of 65,601

Combining all these figures we find that the tonnage embracing the subjects referred to above and specified in Table "H," for the year ending June 30, 1891, was 238,785,215, and for the year ending June 30, 1892, 263,333,304, an increase in number of tons of 24,548,089, and a percentage of increase of a little over ten per cent. From this estimate it will be seen that while the average increase of this tonnage has been only a little over ten per cent., the increase in tonnage from agriculture has been nearly three times that percentage.

It will be observed that the total tonnage carried covering all kinds of freight transported, as appears in the first column of Table "I," is greater than the tonnage reported on the different subjects referred to in Table "H." This arises from the fact that while some companies report the total tonnage carried they do not specify the amount under each sub-division as referred to above, or given in Table "H."

RATES OF TRANSPORTATION.

In the report for the year ending June 30, 1891, some comparisons were made between the rates of transportation in the United States and Europe, and from the figures then given it was clearly demonstrated that the American shipper enjoyed not only better facilities for shipment but also the advantage of a lower rate of transportation than the European shipper. Recent statistics, gleaned from the railway reports, have added incontrovertible evidence to the correctness of the figures and statements made in our report on this subject in 1891.

The Pennsylvania railway received per ton per mile in 1890, .661 cent; in 1891, .656; in 1892, .647. The Philadelphia and Reading received in 1890, 1.000; in 1891, 1.025; in 1892, .877. The Buffalo, Rochester and Pittsburg received in 1890, .654; in 1891, .595; in 1892, .594. The Cumberland Valley received in 1890, 1.199; in 1891, 1.241; in 1892, 1.285. The Delaware, Lackawanna and Western received in 1890, .979; in 1891, .916; in 1892, .923. The New York, Lake Erie and Western received in 1890, .663; in 1891, .658; in 1892, .629. The Northern Central received in 1890, .605; in 1891, .602; in 1892, .604. The Philadelphia, Wilmington and

Baltimore received in 1890, 1.356; in 1891, 1.358; in 1892, 1.417. The Pittsburg, Cincinnati, Chicago and St. Louis received in 1890, .615; in 1891, .709; in 1892, .682. The Lake Shore and Michigan Southern received in 1890, .644; in 1891, .630; in 1892, .602.

From these figures the reader will have no difficulty in arriving at the conclusion that there has been, for the three years named, a decrease in the rate per ton per mile received by most of these leading companies. The average rate per ton per mile for the Philadelphia and Reading, for the year ending June 30, 1892, is given at .877 cent, and the Pennsylvania at .647. It is well for the American shipper to compare these rates with those received by the leading railways of Great Britain, for in doing so he will see the advantage he enjoys in the way of low rates of transportation over the shipper in that country. As it appears from statistics the leading railways of Great Britain received about two cents per ton per mile for the transportation of the commerce of that nation, or about three times the rate received by the Pennsylvania road. Occasionally in this state, and throughout the country, complaints have been made by shippers against railway managements that extortionate rates have been charged for the transportation of commodoties. While there may be much foundation for such complaints our rates are usually, or on an average, so exceedingly low that there can be no general ground for complaint, and we may assume that in most cases the complaints that are made are caused by unjust discrimination on the part of the companies. The Pennsylvania road from its rate of .647 cent per ton per mile, as before seen, received $47,619,280.40 for its freight traffic during the year, and the Philadelphia and Reading for the same period, at the rate of .877, received $26,792,121.20. From these and other receipts the Pennsylvania road has paid at maturity its interest on the funded debt and its car trust obligations, as well as paying to its shareholders a three per cent. semi-annual dividend; and in addition to this it has kept its equipment, and defrayed the expenses of maintenance and improvement of ways, in a condition not excelled by any other railway in the United States, probably not in the world.

Had the two roads in question, the Pennsylvania and the Philadelphia and Reading, received the same rate per ton per mile for the freight transported over their lines as was received by the roads of Great Britain, the Pennsylvania would have received $147,252,379.98, instead of $47,619,280.40; and such receipts would have enabled it to make prompt payment of interest on all its obligations, paid the six per cent. dividend to its shareholders, and also enabled it to anticipate the payment of its entire funded indebtedness in a single year's freight earnings, besides leaving millions of dollars surplus in the treasury.

Had the Philadelphia and Reading received the same freight rates as the roads of Great Britain, it would have earned $61,116,499.68, instead of $26,792,121.20, from which increase it could have paid the nine or ten

millions of dollars annually accruing in favor of its bondholders, and a six per cent. dividend to its stockholders, and had a surplus sufficient to put its road and equipment in a condition to compare favorably with any other road in the country.

These figures are a strong refutation of the assertion often made that the American railways are robbing the people by extortionate transportation charges. In a recent address delivered before the State Grange of the Patrons of Husbandry in this state, it was alleged that the increase of the rate of taxation of railway corporations, provided in the act of 1891, was indirectly paid by the farmer and others, who have commodities for shipment, or who pay fare in traveling over the roads, and that the railway corporations make up the increased amount they are required to pay in the way of taxes by charging more for passenger transportation and for the transportation of the products of the farm, the mine, the factory and the forest; but a careful study of the receipts of the two leading companies of this state, the Pennsylvania and the Philadelphia and Reading, does not corroborate this statement. By comparison we find that there has been a steady decrease from year to year, with scarcely an exception, in the last twenty years, in the average rates received by these companies for the transportation of freight. The tendency of rates has been uniformly downward, and the two great systems in this state have been no exception to the rule, for in the entire country there has been a relative, if not a proportionate, reduction in rates. Therefore the assertion that under the act of 1891 the additional taxes imposed upon railway corporations are taken from the pocket of the shipper and the passenger, seems to be without foundation, as during the period that act has been in force the downward tendency of rates has been more marked than in the years immediately preceding its passage.

These figures are an exhibit of facts of the most stubborn character, and must be accepted as a refutation of the most overwhelming nature of the charge that the additional taxes imposed upon railway corporations by the act of 1891 have been made up by additional charges for service. The item of taxation is a very unimportant factor in fixing the rates charged by railway companies for the transportation of freight or passengers. The important and paramount element in determining rates of transportation is competition. The remarkable low rates which obtained in the United States, notwithstanding the unsurpassed facilities and conveniences furnished by the American railway to shippers, cannot, of course, be attributed to the willingness of railway managers to transact business at so low a rate of transportation, or from the willingness to devote so much money for facilities and conveniences; but is rather due to that acute competition to which our main lines have been subjected through the transportation of western products of agriculture and eastern products of factories, over lines of water transportation by

lakes, canals and rivers. What then has been the cause of this steady decline in rates? It must be admitted that pre-eminent above all other causes is that of competition. Competition has existed between rival lines, but that competition to which railways have been subjected, and which has been most telling in effect, imperatively demanding the adoption of strict economies in nearly every branch of service, is that of transportation through the lakes, canals and rivers. It is to the credit of our American railway managers that, while economies have been necessary, the wages of the railway employes have generally been maintained, and in many instances increased. Railway competition in America and in England differs vastly. In America there is no limit to the competition, and they who can marshal the assets may compete between any points for the transportation of commodities which make up the commerce of the nation. In England no such thing exists as free competition in railway construction. Before the franchise authorizing the construction of a new road can be procured, the projectors must satisfy parliament that the existing facilities for transportation are not equal to the public demands, and that both from a financial and a public standpoint the proposed road should be constructed. Then in Great Britain the railways are not subjected to close competition by means of water ways. There are fewer rivers over which the commerce may be shipped, while the few canals extending into the interior are so operated as not to materially affect rates of transportation by rail. In the United States are lakes which give us the means of extensive inland navigation, and the wonderful river systems connecting the oceans and lakes with the interior throughout most of our territory subject our railways not only to the competition resulting from the free railway law, but also that competition which arises from low rates of water transportation.

But for the ability usually displayed by the managers of our trunk lines in the way of economies, bankruptcy must have years ago, overtaken most of the transcontinental, or partly transcontinental, lines that have been subjected to this acute and almost unsurmountable competition. Economies have been introduced in the way of doubling the capacity of cars, in improving motive power by which the power of a freight engine is more than doubled, and in a thousand different ways, all of which have been adopted by reason of the competition to which the railways have been subjected. These economies have been carried to such an extent that a very large percentage of the grain that has been produced in the western states and shipped to the eastern markets over the lakes and canals is now being carried by the railways. This is a condition in the way of transporting commodities which twenty years ago would not have been deemed possible by even the most sanguine advocate of this means of transportation. There may be some doubt about the actual rate per ton per mile received by the roads of Great Britain for the transportation of freight, due to the fact that no definite

statistics are collected in that country to show such rate, the statistics there being based upon "train mileage." The estimates per ton per mile, however, that are given in this article have been arrived at by a careful study of reliable information by statisticians of eminence, and their correctness has not been challenged by any one. The best railway authorities, and railway and commercial journals, accept them as representing the facts, and, for all practical purposes, we think they may be relied upon. Comparisons may also be made with the railway statistics of former years in this country, which will show more clearly and more forcibly the very low rates at which the commerce of the country is now carried compared with the rates formerly charged. Take, for instance, the Pennsylvania road. In 1866, twenty-six years ago, that company received for the transportation of freight twenty-three and two-tenths mills per ton per mile. Gradually, and almost imperceptibly, this rate has fallen, each year, until now it is but little more than one-fourth of that amount. Instead of having received $47,619,280.40 for the transportation of 7,362,618,999 tons of freight one mile for the year ending June 30, 1892, had the rates of 1866 prevailed it would have received $170,812,760.78. Surely these figures indicate that the American shipper enjoys the benefit of what would seem to be a minimun rate for the transportation of his commodities.

While there has been a decline on most of our trunk lines in the rates of passenger transportation, it has not been so marked as in the case of freight transportation. The following table, covering a period of three years, will show the average amounts received by the companies named per passenger per mile:

The Pennsylvania received in 1890, 2.094 cents; in 1891, 2.070; in 1892, 2.028. The Philadelphia and Reading received in 1890, 1.009; in 1891, 1.870;* in 1892, 1.093. The Buffalo, Rochester and Pittsburg received in 1890, 2.428; in 1891, 2.246; in 1892, 2.268. The Cumberland Valley received in 1890, 2.300; in 1891, 2.215; in 1892, 2.141. The Delaware, Lackawanna and Western received in 1890, 2.088; in 1891, 2.033; in 1892, 1.857. The New York, Lake Erie and Western received in 1890, 1.596; in 1891, 1.539; in 1892, 1.515. The Northern Central received in 1890, 2.214; in 1891, 2.205; in 1892, 2.139. The Philadelphia, Wilmington and Baltimore received in 1890, 2.092; in 1891, 2.101; in 1892, 2.070. The Pittsburg, Cincinnati, Chicago and St. Louis received in 1890, 2.361; in 1891, 2.354; in 1892, 2.283. The Lake Shore and Michigan Southern received in 1890, 2.254; in 1891, 2.104; in 1892, 2.183.

The rates of passenger traffic have been fairly well maintained in this country, but there is a downward tendency as may be seen by reference

*The rate for 1891 differs so materially from the rates for 1890 and 1892 that it would seem to be erroneous. However, it is given precisely as reported by the company.

to the above figures. It may be observed also that while rates for passenger traffic in Pennsylvania, and throughout the United States, are lower than in Great Britain, the disparity between the freight rates in the two countries is much greater.

It is well to remember that although rates for passenger traffic have not decreased to the same degree as those for the transportation of freight, yet the marked improvements in the conveniences, facilities and comforts now furnished passengers, as well as the rapidity with which they are carried, indicate how vastly the passenger railway service of to-day surpasses that of twenty years ago.

EARNINGS.

The total passenger earnings of all the roads for the year were $66,109,281; total freight earnings, $199,522,802.35, and the earnings classified as "other earnings" from operation, $3,810,261.67; making a total of $269,856,555.80. All other incomes, including interest on bonds, dividends on stock, rentals, etc., amounted to $35,823,795.32; making a total from all sources of $305,680,351.20. For the year 1891 the passenger earnings were $61,815,128.64, and freight earnings $180,124,612.15, an increase in the latter of nearly $20,000,000. The "other earnings" were $3,992,452.24; making a total earnings from operations of $246,202,576.15. The income from interest on bonds, dividends on stock, rentals, etc., was $42,750,000.29; making a grand total for that year of $288,952,576.44.

From these figures it will be seen that the total income of the companies reporting for 1892 exceeded that of the previous year $16,727,774.76, fairly apportioned between passenger and freight earnings; while the receipts from interest on bonds, dividends on stock owned by the companies, etc., there has been a marked decrease, amounting to several millions.

The total receipts of the Buffalo, Rochester and Pittsburg were $2,860,908.30, as against $2,450,080.92 the previous year, and $1,959,147.74 the year before that. The total receipts of the Cumberland Valley were somewhat less than for the previous year, $924,034.35 as compared with $1,052,462.66. The Lake Shore and Michigan Southern reported in 1887 receipts of $18,710,963.15, and in 1892, $23,155,994.77, showing an increase for the latter year over 1891 of about two millions of dollars. The report of the Lehigh Valley only covers that portion of the year up to the time it was leased to the Philadelphia and Reading. Its receipts for the year 1891 were $18,242,316.87, while it reports for the past year only $12,256,806.45. No doubt the receipts this road would have had from operations were received by the Philadelphia and Reading since it became the lessee. There has been a rapid growth in the receipts of the New York, Lake Erie and Western, which reported

in 1887, $19,882,071.11, and last year $32,203,771.30. The total receipts of the Pennsylvania in 1887 were $35,305,728.40; in 1888 about the same, but in 1890 they show a remarkable increase, having been $71,093,629.36; in 1891 they were $71,176,830.07, and in 1892, $74,213,020.41. The Pittsburg, Cincinnati, Chicago and St. Louis shows a steady and rapid increase in receipts. In 1887 the amount reported was $5,805,431.88; in 1892, $16,275,238.54.

The total earnings of the railways of the United States for the year 1891, as reported to the interstate commission, were $1,096,761,395; or $6,801 per mile of line. The roads reporting to this department show receipts per mile of line from operations of $1,700 and the gross income, which includes interest on bonds, dividends on stock owned, amounted to $736,793,699.

In the United States 67.17 per centum of the total receipts were earned by the freight traffic, and about 25 per centum by the passenger traffic, while in Pennsylvania 73 per centum was earned by freight traffic and 24 per centum by passenger traffic.

In Pennsylvania the five companies that show the greatest earnings from freight traffic are the Pennsylvania, $47,619,280.40; Philadelphia and Reading, $26,792,121.20; New York, Lake Erie and Western, $24,895,983.96; Lake Shore and Michigan Southern, $14,884,871.53, and the Pittsburg, Cincinnati, Chicago and St. Louis, $10,950,876.38 making a total of $125,143.133.47. The five companies showing the greatest passenger earnings are the Pennsylvania, $19,636,075.77; Lake Shore and Michigan Southern, $7,421,844.48; Philadelphia and Reading, $5,866,711.24; New York, Lake Erie and Western, $6,530,134.27, and Philadelphia, Wilmington and Baltimore, $4,591.661.68; the total amount being $44,046,427.44.

EXPENSES.

The total amount reported as having been expended for maintenance of way and structures is $35,139,507.41, and for maintenance of equipment, $34,026,507.93. The conducting of transportation cost $95,827,936.70, and the general expenses amount to $14,434,214.18; making a total of operating expenses of $179,797,972.12. Expenses, such as rentals, taxes, etc., amounted to $94,648,067.44; or a total expenditure for all purposes of $276,748,992 26.

The Allegheny Valley reported total expenses per mile of line $5,858.27; the Baltimore and Philadelphia, $12,572.77; the Buffalo, Rochester and Pittsburg, $6,625.05; the Cleveland and Pittsburg, $10,371.89; the Cornwall and Lebanon, $5,398.49; the Delaware, Lackawanna and Western, $21,141.68; the Lake Shore and Michigan Southern, $10,329 70; New York, Lake Erie and Western, $14,393.65; the

Northern Central, $13,946.46; the Pennsylvania, $18,403.78; the Pennsylvania and Northwestern, $8,933.02; the Philadelphia, Wilmington and Baltimore, $10,084.60; the Pittsburg, Cincinnati, Chicago and St. Louis, $9,421.19.

The five companies reporting the highest expenses per mile of road operated were the Tionesta Valley, $42,751.55; Delaware, Lackawanna and Western, $21,141.68; Pennsylvania, $18,403.78; Pittsburg and Lake Erie, $18,251.16; Pittsburg, Fort Wayne and Chicago, $17,416.76.

The five companies reporting the greatest expenses during the year were the Pennsylvania, $64,528,574.97; Philadelphia and Reading, $33,133,668.64; New York, Lake Erie and Western, $31,199,486.07; Lake Shore and Michigan Southern, $19,902,977.72; Pittsburg, Cincinnati, Chicago and St. Louis, $15,263,218.92; making a total of $164,027,906.32.

The five companies showing the greatest expense in the way of interest paid were the Philadelphia and Reading, $6,013,902.95; New York Lake Erie and Western, $4,976,711.96; Pennsylvania, $4,560,724.66; New York, Pennsylvania and Ohio, $3,583,310.00; Lake Shore and Michigan Southern, $3,196;127.50; making a total of $22,330,777.07.

For the year 1891 the total operating expenses, as reported by the interstate commerce commission, of the railways throughout the country were $731,887,893.00, or $4,538.00 per mile of road. Of course, in considering the earnings and expenses of railways, where they are computed per mile of road, the fact that the road has two or more tracks should be borne in mind, for the reason that a road whose business necessitates the use of more than one track will have earnings per mile of road much greater than if it had but a single track.

ACCIDENTS.

The causes that produce railway accidents are almost innumerable. Not a few result from defective construction or maintenance of way, defective system of switches and coupling of cars, bad architecture or engineering in the construction of bridges, defective apparatus for heating and lighting, grade crossings, light and unserviceable equipment and incompetent supervision. Perhaps the most prolific cause is the carelessness of and incompetency of employes. The reports of the companies show a wonderful loss of life and injuries to passengers, employes and strangers, or those who are commonly known as trespassers. In the consolidated tables a tabulation is made of the number of passengers killed and injured, the number of employes killed and injured, and the number of other persons killed and injured. A few companies make no report on this subject. It is not presumed that any railway company conducting a general passenger and freight business has, during the year, escaped casualties in the way of persons killed or

injured. The total number of passengers reported killed was 42, and injured 658, making one out of every 3,337,871 carried killed, and one out of every 213,055 carried injured. Of employes, 495 were killed and 6,833 injured; of other persons 952 killed and 1,329 injured; or a total of 1,489 killed and 8,820 injured. This is eight persons killed and forty-nine injured to every 100 miles of road operated. Looking over the detailed reports of the companies we find that the Buffalo, Rochester and Pittsburg has a total of 12 killed and 327 injured. The Lake Shore and Michigan Southern, a very extensive system, reports but ten killed and twelve injured. While the department has not been able to ascertain definitely why so small a number of casualties are reported in some cases, we may assume that the number given is confined to accidents within the state. The number reported by the New York, Lake Erie and Western seems exceedingly small when we consider the great number of miles operated by that company, and we therefore think that this company, in making its report of the number of accidents, must have confined itself to the number of such accidents in the state. This is also true of the New York, Chicago and St. Louis road, in view of the fact that they report but four persons killed and twenty-two injured. The report of the Pennsylvania Railroad Company shows eighteen passengers killed and 374 injured; 148 employes killed and 3,061 injured; other persons killed 354 and 560 injured; a total of 520 killed and 3,995 injured. Some comparisons with the returns of the Pennsylvania Railroad Company for past years, may be of interest, but it must be remembered that, while the number of casualties is very large, and constantly increasing from year to year, there has been, perhaps, a greater increase in the volume of business done, and therefore, the percentage of accidents must necessarily increase. For the year 1887 on the Pennsylvania system 282 persons were killed and 2,027 injured; in 1888, 208 killed and 1,897 injured; in 1890, 625 killed and 4,374 injured; in 1891, 492 killed and 3,528 injured; in 1892, 520 killed and 3,995 injured. The Pittsburg, Chicago and St. Louis reported for 1891, 108 persons killed and 1,080 injured; for 1892, 205 killed and 1,731 injured; of the number killed, 3 were passengers, 55 employes and 147 other persons; of the number injured, 111 were passengers, 1,420 employes and 200 other persons.

The number of casualties reported by the Philadelphia and Reading is remarkably small when the volume of business done by the road is taken into consideration. In 1887 there were 122 killed and 103 injured; in 1888, 187 killed and 125 injured; in 1890, 171 killed and 203 injured; in 1891, 188 killed and 281 injured; in 1892, 249 killed and 434 injured. Of the 249 killed last year but 2 are reported as passengers, 105 employes and 142 other persons; and of the injured 23 as passengers, 280 employes and 131 other persons. The figures returned by this company seem incredible, for two reasons. First, the number of persons

injured is so small in comparison with the number killed; in some cases the number killed exceed the number injured, and, secondly, the number of casualties is so small in proportion to the volume of business done and miles of road operated. In view of what appeared to be discrepancies or errors in the report of this company regarding the casualties, the department addressed the comptroller of the company for an explanation. A copy of the letter written him, with his answer thereto, is submitted herewith.

D. JONES, Esq., *Comptroller, Philadelphia and Reading Railroad Company, Philadelphia Pa:*

December 29, 1892.

DEAR SIR: On page 35 of your report to this department you give an account of the number of accidents to passengers, employes and others that have occurred in the operation of your road for the year ending June 30, 1892. We write to ascertain from you whether the number reported as injured and killed includes all accidents that have occurred during the year, not only on the main line and branches owned by the Philadelphia and Reading Company, but also on the roads leased or operated by the company. This information is necessary in compiling statistics on the subject referred to. The number returned by you seems so small that we cannot think it comprises all the casualties on the Reading system. If we are right in this assumption, will you be kind enough to forward forthwith a supplementary statement of accidents which will show all the casualties that occurred on the entire system?

Very truly yours,

(Signed) THOMAS J. STEWART,
Secretary of Internal Affairs.

THE PHILADELPHIA AND READING RAILROAD COMPANY,
ACCOUNTING DEPARTMENT, OFFICE OF THE COMPTROLLER,
PHILADELPHIA, *December 30, 1892.*

Mr. THOS. J. STEWART, *Secretary of Internal Affairs, Harrisburg, Pa.:*

DEAR SIR: I beg to acknowledge receipt of yours of the 29th inst., in relation to report of persons injured and killed, and in reply beg to say that the report includes all accidents that occurred during the year in the State of Pennsylvania, on the main line and branches owned by the Philadelphia and Reading Railroad Company and leased lines, but does not include the operating lines, as the accidents on these are reported separately on the reports of those companies.

Yours truly,

(Signed) D. JONES,
Comptroller.

The reply of the comptroller convinces us of the fact that a different plan is pursued by this company in reporting accidents from that generally in vogue among such corporations. It is possible that no injury is taken note of in the general office of this company, unless of a very severe character, which would account for the great disparity in the number of injured as compared with the reports reading fatal accidents; but we are at a loss to determine why so few persons are reported killed and injured in view of the large volume of business done by this company. While there are no means at hand of disputing the figures, it does not seem possible that during the entire year there have been but two passengers killed on the Reading system.

A question may arise as to the duty of the department clothed with some authority regarding railway corporations and their operations, as to why investigation is not made when apparent discrepancies are discovered in the reports. This observation may be very pertinent, and especially on a subject of so vital importance as the destruction of life and limb. There is but one answer to the inquiry, and that is that no appropriation or specific authority is provided to enable the department to make such investigations.

Probably the most serious accident of the year was that on the Pennsylvania railroad at Harrisburg, which resulted in the death of twelve, and the injury of twenty-three passengers. Some effort was made by the authorities of the county of Dauphin to ascertain the cause of this accident, with a view of punishing such employes of the company as might be found guilty of criminal negligence, or possibly that might be construed as felonious in its character, as by which the accident occurred. The railway journals throughout the country, and the public press generally, have been free with criticism upon the management of the road, especially as to the employes, and there has been no little criticism passed upon the Commonwealth of Pennsylvania for its failure to provide means by which an official investigation could be made of such accidents. The great fatality, and the great number of persons injured in this accident, render it a matter of importance that the cause of it should be made known to the public, and measures taken, if possible, to obviate a repetition of a calamity so disastrous in its results. It is admitted that the Pennsylvania railroad has the most perfect and extensive block system in the country; but what are its defects, and what are the possibilities in the direction of improvements that the system may be more perfect as to protecting life and a greater protection against all kinds of accidents? In this accident at Harrisburg the carelessness of either the man in the tower, the signalmen, the engineer or other trainmen must certainly have caused it. Investigation was pursued to an extent that established this fact beyond controversy. It was one or more of these employes, and the carelessness of all may have contributed to the cause, and so far as there was a neg-

lect of duty, to that extent should they be considered culpable, and their continued services by the company be construed as reflecting upon the management of the system.

Perhaps the block system might be made more perfect. More dependence might be placed on the automatic agency and less upon the employes. It may not be a good commentary, generally to say, that an inanimate piece of mechanicism in the way of an automatic movement of signals is a truer conservator of public safety than the vigilance common to mankind; however, electric locks or distant signals would probably have prevented the accident in this case; and possibly in this particular the Pennsylvania railroad system may be defective, for had there been an electric lock at Steelton, the man in charge of the telegraph office could not or would not have sent the second train forward, which resulted in the accident. Again, had there been a distant signal at the approach of the Harrisburg station, the accident might have been avoided. These propositions, and any others that may be suggested with reference to safety, all to a greater or less extent depend directly or indirectly upon the faithfulness of the telegraph operators, the men in the tower, the enginemen, the signalmen or other trainmen and employes. Hence whatever scheme may be devised will fail, unless the employe is proficient, disciplined, vigilant and faithful in the discharge of his duties. This seems to be assumed on all sides, and therefore no railway should be permitted to handle human freight that does not school its employes in the [illegible] of duty and demand the highest order of ability the positions re[illegible]ystem [illegible]f as has been claimed, such men were not employed, and the a[illegible]zard fo[illegible] Harrisburg resulted from the employment of unskilful or in[illegible] the [illegible]ienced or careless men, the management has committed an offe[illegible]which, by the adoption of stringent measures, will be no doubt avoided in future. The salaries now provided for the positions in question on the various railways may not be commensurate with the worth of the men suitable for such positions. If this be the case and the present rates of transportation for freight and passenger traffic will not warrant an increase of wages, no doubt the public would submit to an increase rather than have the lives of citizens jeopardized in the hands of incompetent, unskilled or reckless employes.

Whatever defects there are in the block system, and whatever lack of discipline and carefulness there may be on the part of the employes, we may assume tha[illegible]he Pennsylvania railroad management will not be slow to correct existi[illegible]evils. This would be the action of every successful railway management upon the well-established fact that whatever conserves the interests of the public will redound to the benefit of the railway concerned, its patrons, creditors and shareholders. No road has discipline as perfect as it could be and none will ever have perfection in that direction, so long as human nature, possessed of so many weaknesses, must be relied upon to conduct railway operations. While these

propositions are true there are and always will be possibilities for improvement. There are many roads on which the discipline is most defective and often glaringly so. Rules are formulated, but to be broken, evaded or challenged by acts of insubordination, and too often the violent evasion and challenge is acquiesced in by the supervising authority or the power which instituted or established the rules. Legislation may, in a measure, correct existing evils by making acts of negligence, the use of unserviceable equipment and dangerous roads and bridges, crimes or misdemeanors; railway commissions with increased powers and more extensive authority of supervision may improve existing conditions; our courts may approve higher and higher verdicts of juries in the way of damages for loss of life, limb or property, and the public press and general criticism may condemn reckless management until some degree of improvement is attained by those roads, whose policy now is subserved better with a ten per centum dividend and the destruction of scores of lives, than it would be by a six per centum dividend and a surplus devoted to improvements, safety appliances and all that goes to make up a successful American railway. Sooner or later these managements should be and will be required to move up on the advanced line of successful and careful railway operations. The sentiment of the time demands greater regard for the safety of passengers, and this demand must be obeyed, even to the sacrifice of the shareholders' dividends, the bondholders' interest, or the financial management of the roads. That railway management which cannot keep abreast with all the improved conditions now at hand, and adopt future improvements, must step to the rear, for in some way the public corporation must be made to keep pace with the wishes, conserve the interests and regard the safety of the intelligent American people.

The statistics collected annually by the interstate commerce commission of the United States, relative to railway accidents, are startling and show more clearly than anything else the necessity of precautionary legislation. So appalling is the loss of life and so numerous the accidents each day that the cry for relief has found its way into the Congress of the United States in the shape of bills now pending, which, if passed and approved, may, it is thought, produce changes in the way of safety appliances, and the enforcement of improved train regulations and railway management, thereby insuring more protection to both passengers and employes. From the returns referred to for the year 1891, it appears that the casualties in the United States were greater than for any privious year. The number of persons killed is reported to have been 7,029 and the number injured 33,881. Some comparisons have been made of these appalling losses with the losses that have occurred in some of the great battles of war. In the battle of Gettysburg the entire loss of Union and Confederate forces, exclusive of prisoners taken, was 33,033; while every year the loss resulting from the opera-

tion of the railways of the country is greater by thousands. Of those killed last year 2,660 were employes and 293 passengers; of the injured 26,140 were employes and 2,972 passengers. In determining what should be done in the way of relief legislation, a knowledge of the immediate causes of the accidents seems to be necessary, in order that specific remedies may be provided. Car coupling and uncoupling have been a fruitful cause of havoc among the employes, as may be seen from the figures given in the reports of the commission. Out of 2,660 killed, 415 were the result of coupling or uncoupling of cars; and of the 26,140 injured, 9,431 were the result of the same cause. Five hundred and ninety-eight employes were killed and 3,191 injured by falling from trains; while 78 were killed and 412 injured by coming in contact with overhead bridges and other obstructions. Comparitively speaking, it is remarkable how few employes are killed and injured by train accidents, the number of the former for the year being 303 and the latter 1,550. Two hundred and six employes were killed and 919 injured from derailments. Of the casualties among passengers, 59 were killed and 623 injured in collisions; 49 killed and 837 injured by derailments; 293 killed and 2,972 injured principally at highway crossings. For the year 1891, throughout the entire country, there was 1 employe killed in every 296, and 1 injured in every 30. For the year 1890, 1 was killed for every 306, and 1 injured for every 33; an increase in the number killed of 9 per centum and in the injured of 17 per centum; while the increase in the number of employes was only about five per centum. Although the railway service in nearly every direction is and has been improving, it seems that the liability to accident among the employes is increasing. These observations in regard to the number of passengers and employes killed and injured in the United States are based upon the reports compiled by the statistician of the interstate commerce commission, and no reference in these observations is made to trespassers or other persons than passengers or employes. It is difficult to make similar deductions from the returns to this department, for the reason, as has been before stated, that such roads as the New York, Lake Erie and Western and Lake Shore and Michigan Southern have made returns only of the number of casualties occurring within the limits of Pennsylvania, while their report of the number of employes and of the passengers carried represents the whole number of the entire system. A comparison, however, may be made between some of the companies whose reports are filed here, and though great discrepancies are observed, they are deductions from the reports as we have received them. Their accuracy, of course, depends upon the completeness of the books kept by the companies making the reports.

The Buffalo, Rochester and Pittsburg reports 1 passenger injured to every 152,502 carried, and 1 killed to every 762,512; of employes, 1 injured to every 7, and 1 killed to every 325. If these returns are correct.

they show that the employes of this company have sustained a greater percentage of injury than those of any other company. The Pennsylvania railroad report shows 1 passenger killed to every 2,516,034 carried, and 1 injured to every 121,092; 1 employe killed to every 368, and 1 injured to every 18. The Philadelphia, Wilmington and Baltimore reports 1 passenger killed to every 1,498,314 carried, and 1 injured to every 194,224; and 1 employe killed to every 284, and 1 injured to every 33. The Philadelphia and Reading reports but 2 passengers killed out of a total carried of 22,509,193; or 1 to every 11,254,596. This shows a most marked disparity when compared with the figures reported by the other companies. Of the passengers injured, 1 in every 978,660. The observation made regarding the number killed on this road is equally applicable to the number injured. Among the employes 1 in every 273 was killed, and 1 in every 102 injured. While the contrast is not so great regarding the number of employes killed and injured, when compared with those reported by other companies, there is something about the Reading report on this subject that indicates that the record has not been correctly kept. The Pittsburg, Cincinnati, Chicago and St. Louis report 1 passenger killed to every 2,048,929 carried, and 1 injured to every 267,251, and 1 employe killed to every 204, and 1 injured to every 8. This record of injured employes is about the same as that reported by the Buffalo, Rochester and Pittsburg. It is certainly to be hoped that the records kept by these corporations as to the injuries sustained by their employes is incorrect. Combining the returns of these five companies with reference to the number of passengers and employes killed and injured, we find that 1 passenger in every 2,748,236 was killed, and 1 in every 150,256 injured, and 1 employe in every 305 killed, and 1 in every 19 injured.

The legislation to which we have referred, and which is now pending in congress, if passed and approved will, it may be presumed, give some relief in the direction of furnishing more safety appliances for the protection of employes, and more careful regulations in regard to the movement of trains. Among other provisions in the bills, the companies that come under the authority of the interstate commerce commission will be required to have driving wheel breaks and appliances for operating trains. They must submit to a limitation of the number of cars in a train, and regulations regarding the kind of equipment with which such cars must be supplied. Provision is made that on and after January, 1898, no trains of an interstate commerce character shall be permitted to haul commerce of the country without being supplied with the automatic coupler and other safety appliances which are provided for in the bills. The railway companies are required to report annually to the interstate commerce commission on this subject, as well as on the other matters now included in their reports, and the failure of the officers to obey any orders which may be given by the commission in regard to

supplying trains and engines with safety appliances is made punishable. How far this proposed legislation, if it shall ever be enacted into a law, will furnish relief for the hundreds of thousands of employes now in the railway service, or how far it may contribute to the safety of passengers in transitu, can only be determined from results from future railway operations after such bill shall have been enacted, but certainly it cannot make the condition worse, and the duty devolving upon congress, so far as interstate commerce is concerned, is an imperative one; while the legislatures of the various states of the Union should enact similar laws with reference to the railways of therespective states which are not subject to interstate commerce laws.

IMPROVEMENTS.

In the way of permanent improvements the Pennsylvania railroad has expended during the year $5,071,710.48; the Philadelphia and Reading, $3,649, 109.66. The amount expended by the later company we may presume does not include the very large sum expended by another corporation—the Philadelphia and Reading Terminal Railroad Company for its terminal facilities in that city. The new station of this company will rank among the first of the stations of the world. An exterior view of this fine building is given herewith, which will exhibit the magnificence of the structure, as well as a means of conveying to the public through this report a knowledge of the millions of dollars now being expended to secure to the Philadelphia and Reading advantageous terminal facilities, with a view of serving the interests and convenience of the people. The station is situated at Twelfth and Market streets. It is exceedingly large and appears to be substantially constructed. The head house fronts on Market street, with a frontage of 266 feet and depth of 100 feet, and is eight stories high with a basement. From the basement to the balustrade the height is 153 feet. It has a train shed of 266 feet in width and 559 feet in length, including a lobby of 50 feet in width in the rear of the head house. The structure covers the entire territory between Market and Arch streets, a distance of 659 feet. The approach to the station is made over a magnificent and expensive elevated road. The ground floor from Market to Arch streets was occupied for railway purposes and as a public market house. The exterior of the building exhibits a design in the Italian renaissance style, which produces an artistic effect and adds materially to the appearance of Market street. The several floors of the head house are used as follows: The basement for stores, the first floor as a lobby room for passengers, with a ticket office, baggage room, carriage court and all the accommodations necessary for a first-class station; the second floor, which is on a level with the platforms, contains a large wait-

ing room for men and women, restaurant and dining room. The upper floors are used for the general offices of the company and for the operating services of the terminal line. The baggage rooms are located between the head house and the carriage court in the rear in a place convenient of access to the public, and are so arranged that passengers can check their baggage, or make inquiries concerning it, at two openings between the baggage rooms and the lobby. The convenience for passengers in the purchasing of tickets and checking of baggage could scarcely be excelled. After tickets have been purchased the passengers are conducted from the entrance lobby on the ground floor by an easy stairway, or by an elevator, to the general waiting room, which is 78 by 100 feet, a room, which, when completed, will be very handsome and convenient in all its appointments. There is a lobby fifty feet wide between the train shed and head house extending across the entire station, in which outgoing passengers congregate while waiting for trains, and from which incoming passengers have access to the main exits. The lobby is inclosed by an ornamental iron fence, and has gates opposite the longitudinal platform in the train sheds. The elevators from the baggage rooms on the ground floor are located at the ends of this lobby, which also contains small offices for the station master and the postal clerks. The second story of the head house is 35 feet high, and the main waiting room occupies the whole of it. By many railway men and architects the train shed is regarded as among the most perfect that has ever been devised or constructed in this or any foreign country. The entire building appears to reflect credit upon the architect and upon the enterprise of the management of the road.

The improved Pennsylvania railroad station now in process of re-construction at Broad and Market streets, bids fair to be one of the grandest structures in point of beauty and architectural perfection ever built. It has been but ten years since the present station of the road was built, and it seemed that no necessity would exist for enlarged terminal facilities for many years to come, but so rapid has been the increase of the business of this great corporation that it has been found impossible to receive into the present station, and dispatch therefrom, the hundreds of trains that daily arrive and depart. All the property on Market street, fronting on Broad, between Market and Filbert, has been purchased and is now covered by the new station in process of construction. This station will be a marvel in itself, and is looked upon as a great undertaking.

The structure is to be ten stories high, of Gothic architecture, the exterior of which will be made to correspond to the architecture of the present building standing upon the corner of Broad and Filbert streets. It is being built of granite brick with highly ornamental trimmings. The height of the main tower will be 240 feet, and standing as it will, immediately opposite the City Hall, will add materially to the architec-

NEW STATION OF THE PHILADELPHIA AND READING RAILROAD, MARKET STREET, PHILADELPHIA.

tural beauty of the locality. The territory occupied by the building amounts to four and three-fourths acres of ground. The main entrance for out-going passengers will be at the corner of Broad and Market streets and will be semi-circular in design, and another entrance will be on Filbert street, while several others will be provided for in the front of the building on Broad street. The main stairway will consist of two broad flights, one starting from Market street and the other from Filbert street. These flights will ascend to a common landing and from that there will be one front stairway entering in the second or main floor of the station. Besides the stairways referred to on either side of the main flight there will be two elevators running between the first floor or entrance hall and the second floor waiting rooms. The elevators are so arranged as to communicate directly with the apartments set apart for carriages and cabs. The mammoth train shed is constructed of iron and glass and will, when finished, probably be the largest train shed in existence. It will cover 707x307 feet of ground and will be one hundred and forty feet high from the platform to the ridge of the central elevator. This gigantic structure will contain six million pounds of iron, its roof being composed very largely of translucent glass in iron frames. The glass in the roof will cover one and three-fourths acre of territory.

The Pennsylvania management is generally considered as conservative, and yet this structure, when completed, will be incontrovertible evidence of the enterprising spirit that characterizes its actions. A cut of the station accompanies this report.

The Broad Street station of the Pennsylvania road and Market Street station of the Philadelphia and Reading road, as before stated, show the progressive spirit of these corporations and add materially to the architectural beauty of the city. In addition to these structures the Baltimore and Ohio road has erected a station at Twenty-fourth and Chestnut streets that is not only a credit to the management, but also to the city. We present, with this report, an exterior and an interior view of this building. It is a brick structure, four stories high, 180 feet in length and 100 feet in width. To the main building is attached a spacious train shed, sufficient in size to contain seven tracks for local and through passenger trains. On leaving the train shed, passengers enter the general waiting room, which is about 60x120 feet in size, and adjoining which are the ticket, telegraph and Pullman car offices and baggage-room. From this room, entrances lead to Twenty-fourth street, and two wide and easy stairways and a commodious elevator, leading to the entrance on Chestnut street and waiting rooms on the second floor. There are three entrances from Chestnut street on this floor and a general waiting room 45x140 feet in size, and a women's waiting-room 40x80 feet, handsomely carpeted and upholstered and supplied with easy chairs and settees. In this beautiful structure are dining-room and waiting-rooms, and the building is supplied in all its appointments with

modern improvements and conveniences, and in its entirety constitutes a first-class railway station. On the upper floors of the main building are the offices of the Philadelphia division of the road.

Among the other improvements now being made in and about Philadelphia, as well as in some other portions of the state, is the arrangements of tracks so as to avoid grade crossings. Safety to the public, and welfare of railways imperatively demand that much shall be done in this direction. It is gratifying to note that the Pennsylvania has its lines, for many miles west of Philadelphia, almost entirely free from these dangerous grade crossings. Surely the most of our roads in Pennsylvania are well up in improvements and bid fair to keep abreast with the roads of any state in this direction.

STATE SUPERVISION OF RAILWAYS.

The history of railway enterprises in the United States fairly well establishes the fact that railway interests are safest and of more stable and permanent character under official regulation on the part of the state or nation, or by both state and nation, in their proper spheres. The success of some railway enterprises and the failure of others are in many cases due to a fierce competition which has brought success to the strong, disaster to the weak, and produced unstable conditions of values throughout the country. Regulation of the nation, and by the several state authorities, seems now to have been beneficial to all concerned. The application of business principles as a means of enhancing the values of railway stocks, or increasing the revenues from the operations of railways, has been too often disregarded. The existence of these conditions has not only been detrimental to railway enterprises, but carried wide destruction to the interests of the shippers generally by helping some at the expense of the many. For it is true that recklessness in railway management is prolific of unjust discrimination. The best authority on railway management now seems to invite and welcome the enactment of proper laws for regulation and supervision, while communities and the public generally, for whom the railways should also be considered conservators, are looking to restrictive legislation and supervision as a means of relieving shippers from that unjust discrimination which is prohibited by the constitution not only of this state but of many of the states of the Union. So the brightest railway managers have in a measure learned that there is nothing to be feared from just laws, and that their impartial administration will generally conserve the best interests of the railways as well as of the public. The absolute freedom of the individual is a condition not to be desired either by the individual or by his fellow-being, and the welfare of society, the protection of property and life, require that these bounds of natural

freedom be so far restrained as shall be necessary for the good of all. This is a principle of elementary law and is as old as law itself. Our early railway building as a rule progressed for years unhampered by restrictive legislation or railway supervision. There seemes to have been absolute freedom to build *when, where* and *under such conditions* as suited the judgment or caprice or the borrowing capacity of the projectors. The public service of railways, charges for passenger and freight traffic, questions of discrimination, as well as the construction and maintenance of roads and equipments, with reference to the safety of human life, all these, and many other matters, were left entirely to such disposition as might be made of them by each railway management. But as the natural liberty of the individual must be restrained for the general good of all, so time developed the fact that there must be supervision of railway management that would bring about assimilation in the manner of construction, safety of equipment, operation, and uniformity in financial transactions; equitable adjustment of charges for transportion, with a view of prohibiting unjust discrimination, as well as to compel the adoption of the most improved appliances for the safety of the traveling public and for the railway employes. The developement of the commerce of the United States has made many changes necessary regarding the affairs of railways and has destroyed the idea that every railway management was a law unto itself. The commerce, not only of this state, but that of the United States, requires that there be a close assimilation and harmony of laws regarding transportation, so that every citizen shall feel assured that rules to which he must submit are also a law equally binding upon every other citizen of the state or nation. Railway supervision, therefore, by force of necessity, has assumed an important position in legislation generally of both state and nation, and its permanency is generally accepted as a fact beyond controversy. No one can contend to-day that the public corporations are beyond legislative authority, for the principle is well founded that the power which can create a corporation, and by virtue of such creation give valuable franchises, has a right to supervise, regulate and control such corporation, and that such control is only limited by the provisions of the constitution and public policy. When the magnitude of the railway interests is considered, their great capitalization, their mileage, and the almost limitless influence in the respective legislatures of the several states, there are two important features which must impress the thoughtful and which reflect credit upon our form of government; first, the power of the law, and, second, the loyalty and obedience of railway managements to its mandates.

In the railway report of this department for the year ending June 30, 1891, a full synopsis was published of the provisions of the constitution and the laws authorizing the Secretary of Internal Affairs to discharge certain duties regarding the several railways whose lines are in whole or in part

within this commonwealth. By reference to that report or to the constitution and laws from which the same is gleaned, it will be seen that the Secretary of Internal Affairs is authorized to procure special reports from certain corporations of the commonwealth, whenever it shall appear that there has been a violation of the constitution, or any acts committed which are in themselves *ultra vires*. The Secretary of Internal Affairs has no authority to proceed against the corporations, but is required to certify a record of any illegal act committed, for which there is no remedy provided through the courts, to the Attorney General for his action. The amended act of 1889 does not enlarge or extend the powers of the secretary of internal affairs to an extent that enables him to exercise any supervision over rates, discriminations, manner of construction of railways, equipment, or of the adoption of safety appliances for the security of life and limb, and indeed it would seem that the only authority which he is given, either by the constitution or laws, is in the way of making inquiries to ascertain conditions which, when found, he is authorized to publish in the annual reports of the department; or in case of illegal acts, as aforesaid, certify to the Attorney General. The only penalty provided against corporations that refuse to make reports is the penalty of five thousand dollars, and the only circumstances under which these corporations are liable to the imposition of this penalty is through a failure to make the annual or special reports at the time and in the manner required by law, and the rules and regulations of the department. It will, therefore, be seen that in Pennsylvania there is no provision made by which this department has any control over railway management, or by which it can exercise in, the remotest degree, any supervision over the construction of roads, their equipment, their operations, or their general management. In this regard the Commonwealth of Pennsylvania is substantially alone, for in nearly all the states of the Union railway commissions have been constituted, and in some of the states have exercised authority for many years over railway corporations. They are not all given the same authority, some having bestowed upon them the power to regulate construction, and in such cases the profiles of projected roads, the surveys, the plans and specifications of bridges and tunnels, and indeed most of the details regarding the characteristics of the road are submitted to the commission before operations are commenced. In other states commissions have not the authority to supervise construction, but have the authority to prevent discrimination in shipments and to adopt a general tariff of rates for both passenger and freight traffic.

Why Pennsylvania should stand almost alone on a question of so much importance is a matter of considerable conjecture, for the railway interests in this state are much greater than those of any other state in the Union, especially as to capitalization. Here the wonderful products of agriculture, mines, forests and manufactures, all dependent upon rail-

way shipment, far surpass similar interests in most of the other states. Perhaps the most reasonable answer that can be given for the conditions that exist in Pennsylvania is that our railways generally are in such an advanced state of perfection that they do not require the supervision necessary in most of the other states. The superb equipment, the excellent management, the adoption of every improvement in the way of comfort and safety for the traveling public, characterize, in a marked degree, the great majority of the railways in Pennsylvania; and it may be said that whatever is of interest for the safety, convenience and comfort of the public in the way of transportation of both passengers and freight is also of paramount interest to the railways themselves. Hence it may be claimed that where such conditions exist railway supervision is not a necessity and that a commission in such a state would have no beneficial result. There would be some grounds, perhaps, for assuming this position, if all the railways were in that high grade of perfection, both as to the characteristics of road and management, as are our best roads. A close observer on the lines of the Pennsylvania railroad, starting from Philadelphia in either direction, will detect but little that can be done in the way of improvement on that splendid line, and it may be accepted as a fact that whatever that company can do, whatever development there may be made in the way of bettering the condition of its line, or that contribute to the safety of passengers and employes, will be done. This corporation has the wealth, the means and the disposition, under its present management, to improve its condition when possible, not only for the advancement of the interests of its owners, but also to render the public the safest and most perfect service. There are lines, however, in the commonwealth, where such favorable conditions do not exist; railways whose interests are represented by stocks which have not paid dividends for years, and whose present condition gives no promise that the stockholders will ever realize in the way of dividends; railways whose whole operations seem to be conducted in the interests of those who fill the several offices or compose the board of directors, and are most concerned in making the roads earn handsome salaries. One cannot travel through the commonwealth without discovering several such lines. The road beds and bridges are often found in an unsafe condition, while in many instances the equipment ought long since to have been condemned and replaced by new and serviceable equipment which can be used with safety. As before indicated, many of these lines seem to be kept in operation, not in the interest of the stockholder, and in some cases not in the interests of the bondholder, but purely in the interests of the temporary management. There is a duty devolving on the state to go to the rescue of the public who have to transact business with such roads, or have to pass over them as passengers or use them for the transportation of commodities. There can be no question that state supervision is a necessity in such cases, and that

these lines should be required to place their tracks, their bridges, their equipment in a safe condition and adopt other means which will conserve the interests of the public; or, if found financially unable to do this, then they be required to discontinue business. For such railways as these, and for the purpose of devising the best methods of protecting life and preventing injuries, as well as to protect shippers against discrimination, it would seem that the legislature would serve the best interest of our citizens, without in the least prejudicing the welfare of railways by the passage of a law, providing for the appointment of a railway commission clothed with reasonable authority to supervise these public corporations in such a manner as that justice may be done to all.

It may be that under our Constitution a commission cannot be formed for the reason that the authority which, of necessity, would have to be given such commission, would conflict with the powers now conferred upon the Secretary of Internal Affairs; but if this be true then additional legislation could be provided more specifically defining the duties of the secretary and enlarging the scope of his authority.

STREET RAILWAY COMPANIES.

Comparative totals from the reports of street railway, canal, telegraph and telephone companies for the years 1891 and 1892:

Number of companies reporting, 1892,	221
Number of companies reporting, 1891,	207
Increase over 1891,	14
Increase of 1891 over 1890,	67
Capital stock paid in, 1892,	$45,462,262 79
Capital stock paid in, 1891,	34,622,120 26
Increase over 1891,	$10,840,142 53
Increase of 1891 over 1890,	7,956,541 67
Capital in reports not printed,	1,010,294 38
Funded and floating debt, 1892,	$22,091,385 05
Funded and floating debt, 1891,	16,699,488 88
Increase of 1892 over 1891,	$5,391,896 17
Increase of 1891 over 1890,	3,828,506 18
Cost of roads and equipment, 1892,	$41,636,011 20
Cost of roads and equipment, 1891,	19,945,127 13
Increase of 1892 over 1891,	$21,690,884 07
Increase of 1891 over 1890,	2,140,991 52
Cost in reports not printed,	217,575 27

Length of roads in miles, 1892,	819.15
Length of roads in miles, 1891,	683.32
Increase of 1892 over 1891,	135.83
Increase of 1891 over 1890,	96.72
Number of cars in use, 1892,	3,050
Number of cars in use, 1891,	2,722
Increase of 1892 over 1891,	328
Increase of 1891 over 1890,	148
Number of horses and mules in use, 1891,	11,666
Number of horses and mules in use, 1892,	10,878
Decrease from 1891 to 1892,	788
Increase of 1891 over 1890,	954
Number of cars propelled by electricity, 1892,	660
Number of cars propelled by electricity, 1891,	335
Increase of 1892 over 1891,	325
Number of cars propelled by cable, 1892,	324
Number of passengers carried, 1892,	260,655,224
Number of passengers carried, 1891,	237,781,172
Increase of 1892 over 1891,	22,874,052
Increase of 1891 over 1890,	18,275,556
Total receipts, 1892,	$14,629,704 93
Total receipts, 1891,	12,631,433 60
Increase of 1892 over 1891,	$1,998,271 33
Increase of 1891 over 1890,	1,174,218 10
Total expenses, 1892,	$8,188,745 96
Total expenses, 1891,	7,369,945 42
Increase of 1892 over 1891,	$818,800 54
Increase of 1891 over 1890,	820,671 48
Value of real estate owned by companies, 1892,	$2,849,578 77
Value of real estate owned by companies, 1891,	2,797,702 56
Increase of 1892 over 1891,	$51,876 21
Accidents, killed, 1892,	44
Accidents, killed, 1891,	22
Increase of 1892 over 1891,	22
Increase of 1891 over 1890,	2

Accidents, injured, 1892,	393
Accidents, injured, 1891,	121
Increase of 1892 over 1891,	272
Increase of 1891 over 1890,	3

TELEGRAPH AND TELEPHONE COMPANIES.

Number of companies reporting, 1892,	23
Number of companies reporting, 1891,	23
Capital stock paid in, 1892,	$99,578,652 06
Capital stock paid in, 1891,	94,556,652 06
Increase of 1892 over 1891,	$5,022,000 00
Decrease from 1890 to 1891,	32,170 00
Funded and floating debt, 1892,	$19,327,469 25
Funded and floating debt, 1891,	16,414,085 92
Increase of 1892 over 1891,	$2,913,383 33
Increase of 1891 over 1890,	511,661 43
Cost of lines and equipments, 1892,	$4,920,327 56
Cost of lines and equipments, 1891,	3,622,271 59
Increase of 1892 over 1801,	$1,298,055 97
Decrease from 1890 to 1891,	724,565 81
Length of lines in miles, 1892,	190,729.75
Length of lines in miles, 1891,	190,264.81
Increase of 1892 over 1891,	464.94
Increase of 1891 over 1890,	4,261.52
Length of lines in Pennsylvania, 1892,	13,538.87
Length of lines in Pennsylvania, 1891,	11,008.98
Increase of 1892 over 1891,	2,529.89
Decrease from 1890 to 1891,	263.29
Receipts of entire lines, 1892,	$28,129,239 73
Receipts of entire lines, 1891,	24,277,443 91
Increase of 1892 over 1891,	$3,913,795 82
Increase of 1891 over 1890,	833,632 52
Receipts in Pennsylvania, 1891,	$1,531,638 94
Receipts in Pennsylvania, 1892,	1,355,914 94
Decrease from 1891 to 1892,	$175,724 00
Increase of 1891 over 1890,	833,632 52

Expenses entire line, 1892,	$20,101,355 83
Expenses entire line, 1891,	17,337,011 05
Increase of 1892 over 1891,	$2,764,344 78
Decrease from 1890 to 1891,	1,417,921 46
Expenses in Pennsylvania, 1891,	$706,563 13
Expenses in Pennsylvania, 1892,	424,143 12
Decrease from 1891 to 1892,	$282,420 01
Increase from 1890 to 1891,	39,484 09

CANAL AND NAVIGATION COMPANIES.

Number of companies reporting, 1891,	9
Number of companies reporting, 1892,	9
Capital stock paid in, 1892,	$58,114,258 00
Capital stock paid in, 1891,	58,063,058 00
Increase of 1892 over 1891,	$51,200 00
Increase of 1891 over 1890,	5,518,100 00
Funded and floating debt, 1891,	$40,480,488 50
Funded and floating debt, 1892,	39,851,005 56
Decrease from 1891 to 1892,	$629,482 94
Decrease from 1890 to 1891,	7,161,470 45
Cost of canals and fixtures, 1891,	$30,180,622 21
Cost of canals and fixtures, 1892,	30,125,578 21
Decrease from 1891 to 1892,	$55,044 00
Decrease from 1890 to 1891,	42,168 50
Gross tonnage, 1892,	$2,323,700 00
Gross tonnage, 1891,	2,108,580 00
Increase of 1892 over 1891,	$215,120 00
Decrease from 1890 to 1891,	4,313,523 00
Gross receipts, 1891,	$2,808,005 81
Gross receipts, 1892,	2,803,953 82
Decrease from 1891 to 1892,	$4,051 99
Increase of 1891 over 1890,	58,472 48
Expenses, 1891,	$611,248 38
Expenses, 1892,	607,416 00
Decrease from 1891 to 1892,	$3,832 38
Decrease from 1890 to 1891,	189,604 65

ROADS NOT CONSTRUCTED.

List of steam railroad and street railway corporations, whose lines are not constructed, or are now in process of construction, exhibiting the "authorized" and "paid in" capital together with the amount expended on construction; also some companies which failed to make complete report. (Blank spaces in the columns indicate that the information has not been furnished the department.)

STEAM RAILROADS.

NAME OF ROAD.	Amount authorized by law.	Amount paid in.	Amount expended on construction.
Bloomsburg Belt,	$10,000	$1,000	$4,400 00
Bloomfield Junction,	25,000	645	
Buffalo and Susquehanna,	120,000	60,000	
Central Railroad of Pennsylvania,	1,200,000		
Cherry Grove,	50,000	10,000	
Chest Creek,	100,000	6,000	6,000 00
Clarion, Mahoning and Pittsburg,	6,000,000		
Clearfield Creek,			
Clearfield and Mahoning,	500,000	500,000	
Coal Glen,	50,000	1,000	
Coudersport, Galeton and and Ansonia,	150,000	15,000	
Coudersport and Wellsboro,	130,000	65,000	
Danville and Riverside,	50,000	3,790	
Eagles Mere,	36,000	36,000	
Edgewood,	15,000	15,000	19,532 64
Evergreen,			
Fairchance and State Line,	60,000	2,515	702 66
Forest Central,	90,000	3,000	
Greenlick Railway Company,	50,000	45,000	37,270 70
Harrisburg and Bedford,	2,500,000	30,000	6,948 93
Homer and Susquehanna,	200,000	10,500	8,305 00
Johnsonburg and Bradford,	420,000	21,000	202,507 22
Kettle Creek,	350,000	2,800	2,322 54
Lancaster and Reading Narrow Gauge,	500,000		
Lebanon and Reading,	300,000	30,000	8,529 52
Lehigh and Western,	1,000,000	87,500	
Lawrence State Line,	20,000	500	
McKeesport and Versailles Belt Line,	50,000		
Monongahela and Chartiers,		2,800	
Mt. Pleasant and Latrobe,	130,000	13,000	8,217 00
Meadville, Conneaut Lake and Linesville,	200,000	200,000	383,000 00
New York, Philadelphia and Chicago,	2,250,000	45,000	23,000 00
Oil City and Newcastle,	750,000	23,000	
Oil City and Ridgeway,	300,000	86,550	71,427 43
Ohio and Northeastern,	250,000	12,500	
Philadelphia and Delaware County,	1,000,000	250,000	500,000 00
Philadelphia and Frankford,	400,000	720	14,103 97
Philadelphia and Lehigh Valley,	2,000,000	40,000	22,184 90
Philadelphia and Newtown Connecting,	150,000	2,500	4,679 98
Philadelphia and Northern,	900,000	30,000	899 38
Pittsburg, Cowansburg and State Line,	3,500,000	22,000	
Pittsburg and Mansfield,	50,000	2,520	2,520 00
Pennsylvania, Lehigh and Eastern,	10,000,000	10,000,000	193,776 59
Reading, Lancaster and Baltimore,	3,000,000		
Sharon and State Line,	60,000		

STEAM RAILROADS—*Continued.*

NAME OF ROAD.	Amount authorized by law.	Amount paid in.	Amount expended on construction.
South Pennsylvania,	$20,000,000	$500,000	
Strausburg,	100,000		
Saltsburg and West Lebanon,	200,000	24,000	
Sherrick Run,	500,000		
Southern Central,		50,000	$5,277 36
State Line,	20,000	2,000	3,088 40
Uniontown and Lick Run,	50,000	5,000	13,430 84
Wilkesbarre and Eastern,	3,000,000	50,000	69,471 63
Wilkesbarre and Williamsport,	1,600,000	800	7,200 00
West Chester and Phoenixville,	600,000	25,000	18,521 93
Williams Valley,	120,000	87,000	
York and Black Mount,	4,000	525	
York and Schuylkill,	650,000	32,500	
Youghiogheny and Elizabeth,	50,000	5,000	
Youghiogheny and Southern,	200,000		
Youghiogheny Connecting,	50,000	1,000	738 87

STREET RAILWAYS.

NAME OF ROAD.	Capital authorized.	Capital paid in.	Paid for construction.
Allegheny and Millvale,	$24,000 00	$2,400 00	
Altoona and Hollidaysburg Street Electric,	50,000 00	5,000 00	
Athens, Sayer and Waverly Electric Street,	30,000 00	1,000 00	
Beaver Falls C. and M. Electric Street,	150,000 00	1,000 10	
Beaver and Vanport,	15,000 00	5,250 00	
Bear Valley and Shamokin Street,	15,000 00	520 00	
Bellefonte Electric,	18,000 00		
Bloomfield and Shady Side,	30,000 00	300 00	
Boyd Street,	3,000 00	3,000 00	2,400 00
Brady Branch and Shamokin Street,	15,000 00	520 00	
Braddock Street,	80,000 00	80,000 00	
Braddock and Brinton Electric,	6,000 00	600 00	
Braddock and McKeesport Electric,	100,000 00	800 00	
Carbondale Traction,	150,000 00	37,500 00	22,889 38
Chambersburg Street,	50,000 00		
Chartiers and Neville Island,	60,000 00		
Chartier Valley Street,	30,000 00	1,000 00	
Citizens' (Mt. Pleasant and Tarrs),	18,000 00	600 00	
Citizens' Street Railway, Scottdale,	50,000 00	600 00	18 0
City Line, Pittsburg.	18,000 00	1,800 00	
Cambria and Somerset Street (Philadelphia,	50,000 00	5,000 00	
Carbon County Electric,	60,000 00	3,500 00	5,290 37

STREET RAILWAYS—*Continued.*

NAME OF ROAD.	Capital authorized.	Capital paid in.	Paid for construction.
Centennial Passenger,	$15,000 00	$1,500 00	
Citizens' Street (Beaver Falls),	18,000 00	729·28	
Citizens' North Philadelphia,	36,000 00	3,600 00	
Citizens' South Philadelphia,	30,000 00	3,000 00	
Citizens' Fairmount Park Street,	48,000 00	4,800 00	
Columbia and Ironville Street,	75,000 00	1,250 00	
Connellsville Electric,	100,000 00	15,100 00	
Craig Street (Pittsburg),	42,000 00	42,000 00	$41,500 00
Diamond Street (Pittsburg),	30,000 00	3,000 00	
Dravosburg M. and Elizabeth Electric,	45,000 00	1,750 00	
Duquesne Street,	20,000 00	20,000 00	
Erie Transit,	600,000 00		
East End Street (Pittsburg),	20,000 00	6,000 00	5,500 00
Exchange Street (Pittsburg),	1,000 00	100 00	
Fairhill Passenger (Philadelphia),	9,000 00	900 00	
Fairmount Palace Car Street (Philadelphia),	48,000 00	4,800 00	
Fairmount Park (Philadelphia),	150,000 00		
Fifth Avenue, W. E. and Crafton (Pittsburg),	18,000 00		
Fountain Street (Pittsburg),	3,000 00	300 00	
Frankstown Avenue (Pittsburg),	30,000 00	6,000 00	
Gettysburg Electric,	100,000 00	10,000 00	
Glenshaw Street (Pittsburg),	30,000 00	1,000 00	
Grandview Avenue (Pittsburg),	6,000 00	600 00	
Grandview Traction,	15,000 00	3,000 00	
Grant Street (Pittsburg),	3,000 00	3,000 00	2,874 60
Hazlewood Avenue (Pittsburg),	7,500 00	2,500 00	
Hazlewood, H. and Braddock,	36,000 00		
Hyland Street (Pittsburg),	15,000 00	15,000 00	14,500 00
Hill Top Traction (Pittsburg),	8,000 00	800 00	
Holmesburg, T. and F. Electric (Philadelphia),	150,000 00		
Howe Street (Pittsburg),	18,000 00	18,000 00	17,500 00
Huntingdon Street,	18,000 00	600 00	
Knoxville Street (Pittsburg),	3,000 00	200 00	
Larimer Street (Pittsburg),	15,000 00	15,000 00	14,500 00
Larimer and Lincoln Street (Pittsburg),	18,000 00	1,800 00	
Lancaster and Columbia,	100,000 00	1,800 00	
Lancaster and Lititz,	50,000 00	1,410 00	
Lancaster and New Holland,		1,500 00	
Lancaster and Strasburg,	125,000 00		
Latrobe and Derry Street,	40,000 00	615 00	
Lebanon and Myerstown Street,	100,000 00	5,830 00	
Lewistown and Reedsville,	24,000 00	800 00	
Mansfield and Chartiers Street,	15,000 00	1,500 00	
Mansfield Valley,	35,000 00		
Market Street (Pittsburg),	5,000 00	5,000 00	4,750 00
Meadville Electric Street,	100,000 00	1,200 00	
McKeesport and Duquesne Street,	15,000 00	500 00	
Millvale, Etna and Sharpsburg,	300,000 00	2,400 00	
Midvale Street (Germantown, Pa.),	30,000 00	3,000 00	
Monongahela Street,	6,000 00	600 00	
Montgomery and Berks Street (Philadelphia),	21,000 00	2,100 00	
Mount Pleasant Electric,	50,000 00	1,000 00	
Mt. Washington Street (Pittsburg),	12,000 00	1,200 00	
Nanticoke Street (Wilkesbarre),	5,000 00	200 00	

STREET RAILWAYS—*Continued*

NAME OF ROAD.	Capital authorized.	Capital paid in.	Paid for construction.
Negley Avenue and Roup Street,	$20,000 00	$2,000 00	
Nickel Plate (Scottdale),	6,000 00	415 00	
Northern (Philadelphia),	30,000 00	1,500 00	
North End Passenger (Pittsburg),	200,000 00	500 00	
North End Street (Philadelphia),	24,000 00	2,400 00	
North Philadelphhia,	300,000 00	300,000 00	
Oakmont and Verona Traction,	7,500 00	250 00	
Oil City Electric,	30,000 00	2,405 00	
Oil City Street,	18,000 00	15,000 00	
Park Avenue and Carlisle Streets (Philadelphia),	30,000 00		
Park Street (Philadelphia),	24,000 00	2,400 00	
People's Street (Pittsburg),	35,000 00	35,000 00	$34,658 60
People's Electric Street (Rochester),	150,000 00	150,000 00	
Pittsburg, Glenwood and Homestead,	20,000 00		
Pittsburg,	15,000 00	1,500 00	
Pittsburg and Knoxville,	4,000 00	400 00	
Pittsburg Suburban,	60,000 00	2,000 00	
Plymouth Street (Wilkesbarre),	12,000 00	400 00	
Point Breeze (Philadelphia),	72,000 00		
Pittston, M. and P. W. Street (Wilkesbarre),	42,000 00	1,400 00	
Pottstown,	18,000 00	600 00	
Punxsutawney Street,	18,000 00	1,800 00	
Rapid Transit (Chester),	100,000 00	14,000 00	
Reading and Temple Electric,		3,000 00	
Riverside Street (Pittsburg),	1,800 00	180 00	
Ross Street (Pittsburg),	1,500 00	150 00	
Scottdale, Everson and Broadford Street,	30,000 00	1,000 00	22 50
Scranton and Carbondale,	96,000 00	3,200 00	
Shenango Valley Street (Sharon),	24,000 00	800 00	250 00
South End Street (Philadelphia),	36,000 00	3,600 00	
Spring Hill Street (Allegheny),	12,000 00	3,750 00	
Swissvale Electric,	400,000 00	2,509 00	
Swissvale and Wilkinsburg,	32,000 00		
Sylvan Street (Pittsburg),	24,000 00	2,400 00	
Tarentum Traction,	50,000 00	5,000 00	
Tamaqua and Lansford Street,	50,000 00		
Tioga and Venango Streets Passenger railway (Philadelphia),	20,000 00		
Turtle Creek Valley Electric,	25,000 00	2,500 00	
Union Line Street (Philadelphia),	12,000 00	12,000 00	
Venango Street (Oil City),	18,000 00	420 00	
Verona and Oakmont Traction,	4,500 00	150 00	
Walnut Street Connecting (Philadelphia),	50,000 00	5,000 00	643 97
Wilkinsburg and East Liberty Street,	20,000 00	14,300 00	15,777 84
Wilkinsburg Street,	35,000 00	35,000 00	34,500 00
Williams Valley Electric,	120,000 00	12,000 00	
West Pittston and Wyoming Street,	30,000 00	1,000 00	
Wissahickon (Philadelphia),	50,000 00	1,000 00	
Total,	$6,214,800 00	$1,010,294 38	$217,575 27

DELINQUENT CORPORATIONS.

The following named companies failed to make report to this department for the year ending June 30, 1892, the greater portion of them having been recently incorporated and their roads not yet in operation:

Altoona Short Line Railroad Company.
Ashbourn, Cheltenham and Philadelphia Railroad Company.
Beech Creek and Hudson River Railroad Company.
Bellwood Short Line Railroad Company.
Harrisburg and Western Railroad Company.
Kinzua Hemlock Railroad Company.
Mount Jewett, Kinzua and Riterville Railroad Company.
Pennsylvania and West Virginia Railroad Company.
Pennsylvania and Midland Railroad Company.
Pittsburg, Beeck Creek and Eastern Railroad Company.
Pittsburg, Beech Creek and New York Railroad Company.
Pottsville, St. Clair and Minersville Railroad Company.
Titusville, Cambridge and Lake Erie Railroad Company.
Bellevue and Pittsburg Street Railway Company.
Braddock and Homestead Street Railway Company.
Capital City Street Railway Company, Harrisburg, Pa.
City Traction Company of Pittsburg, Pa.
Cumberland Street Railway Company, Harrisburg, Pa.
Forbes Street Passenger Railway Company, Pittsburg, Pa.
Forbes Street and Shady Avenue Passenger Railway Company, Pittsburg, Pa.
Highland Park Street Railway Company, Pittsburg, Pa.
Homewood Avenue Railway Company, Pittsburg, Pa.
Jackson Street Railway Company, Allegheny, Pa.
Kittanning Traction Company.
Knoxville Street Railway Company, Pittsburg, Pa.
Mannorville Traction Company,
Market Square Street Railway Company, Pittsburg, Pa.
Pittsburg and Wilkinsburg Street Railway Company.
Quaker City Elevated Railroad Company, Newtown, Pa.
Sewickley Passenger Railway Company.
Sharpsburg, Etna and Aspinwall Street Railway Company.
Sharon and Sharpsville Street Railway Company.
South Bethlehem and Saucon Electric Street Railway Company.
Trans Allegheny Street Railway Company, Pittsburg, Pa.
Tremont Street Railway Company, Allegheny, Pa.
Verner Street Railway Company, Pittsburg, Pa.
White Electric Traction Company, Pittsburg, Pa.
Wilkins Avenue Passenger Railway Company, Pittsburg, Pa.

CONSOLIDATIONS AND REORGANIZATIONS.

The following named companies have been reported as merged or sold and reorganized, during the year ending June 30, 1892:

Corning, Cowanesque and Antrim Railway Company, merged into the Fall Brook Railway Company.

Cresson Railroad Company, merged into the Cambria and Clearfield Railroad Company.

Ebensburg and Cresson Railroad Company, sold and reorganized as the Cresson Railroad Company.

Littlestown Railroad Company, merged into the Hanover and York Railroad Company.

Meadville and Linesville Railroad Company, sold and reorganized as the Meadville, Conneaut Lake and Linesville Railroad Company.

Perry County Railroad Extension Company, merged into Perry County Railroad Company.

Philadelphia and Newtown Connecting Railroad Company, merged into the Philadelphia, Newtown and New York Railroad Company.

Allegheny Street Railway Company, merged into the Federal Street and Pleasant Valley Passenger Railway Company.

Boyd Street Railway Company, merged into the Duquesne Street Railway Company.

Craig Street Railway Company, merged into the Duquesne Street Railway Company.

East End Street Railway Company, merged into the Duquesne Street Railway Company.

Grant Street Railway Company, merged into the Duquesne Street Railway Company.

Highland Street Railway Company, merged into the Duquesne Street Railway Company.

Howe Street Railway Company, merged into the Duquesne Street Railway Company.

Larimer Street Railway Company, merged into the Duquesne Street Railway Company.

Market Street Railway Company, merged into the Duquesne Street Railway Company.

People Street Railway Company, merged into the Duquesne Street Railway Company.

Perry Street Railway Company, merged into the Federal Street and Pleasant Valley Passenger Railway Company.

Troy Hill Passenger Railway Company, merged into the Federal Street and Pleasant Valley Passenger Railway Company.

Wilkinsburg Street Railway Company, merged into the Duquesne Street Railway Company.

Wilkinsburg and East Liberty Railway Company, merged into the Duquesne Street Railway Company.

ABANDONED ROADS.

The following named roads have been abandoned by decree of court, forfeiture of corporate rights, annullment of charter etc.:

Bellevue and Pittsburg railroad.
Braddock and Pittsburg railroad.
Brockwayville and Punxsutawny railroad.
Coudersport, Hornellsville and Lackawanna railroad.
Coudersport and West Branch railroad.
Erie and Shenango railroad.
Frankford and Delaware River railroad.
Harrisburg and Eastern railroad.
Hornellsville, Coudersport and Westport railroad.
Manayunk and Philadelphia railroad.
Lehigh and Western railroad.
McKeesport railroad.
Montgomery, Philadelphia and Delaware River railroad.
Nevill Island railroad.
Oil Valley railroad.
Philadelphia Midland railroad.
Pittsburg and South Side railroad.
Sharpsburg and Pittsburg railroad.
Shawmut and Brandy Camp railroad.
Ashland and Centralia Electric railway.
Braddock Street railway.
Butler Traction Company.
Charleroi and Bellevernon railway.
Christy Park Street railway.
City Line Street railway.
Diamond Street railway.
Ellsworth Passenger Street railway.
Evans Avenue railway.
Fountain Street railway.
Highland Avenue Street railway.
Larimer and Lincoln Street railway.
Monongahela Street railway.
Negley Avenue and Roup Street railway.
New Brighton Electric railway.
Riverside Street railway.
Ross Street railway.
Riverton Street railway.
South Side Street railway (Bethlehem).
South Eighteenth Street railway.
Union Street railway.

Walnut Street railway (McKeesport).
Williamsport District Telegraph and Messenger Company.
Curwinsville Telephone Company.

NAMES CHANGED.

The names of the companies given below were changed during the year, as follows:

Altoona and Wapsononock Railroad Company, name changed to Altoona, Clearfield and Northern Railroad Company.

Buffalo Run, Bellefonte and Bald Eagle Railroad Company, name changed to Bellefonte Central Railroad Company.

Greenlick Narrow Gauge Railroad Company, name changed to Greenlick Railway Company.

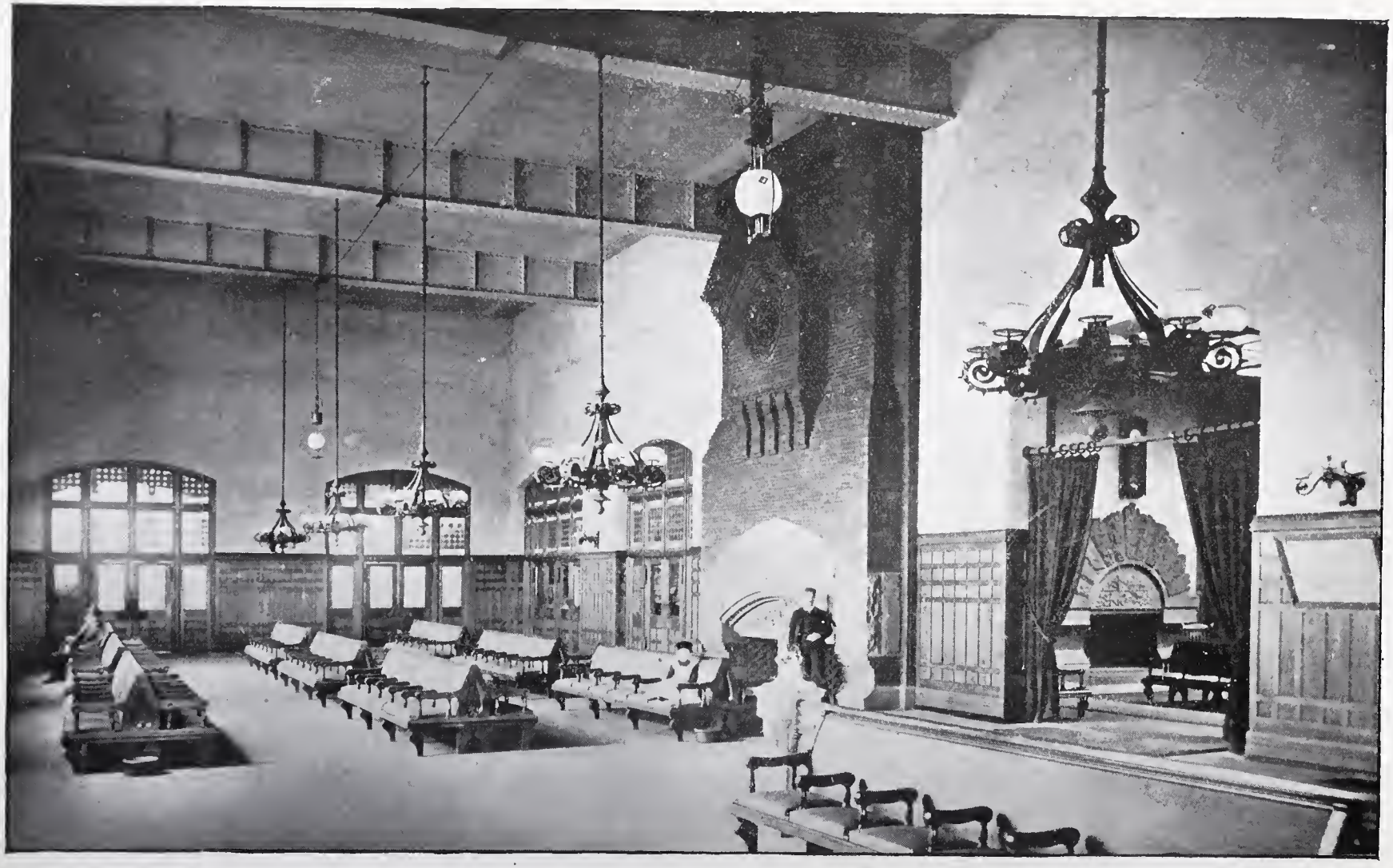
The report of the Mead and Laurel Run Railroad Company, Ridgway, Pa., was received too late to be either tabulated or printed.

CONCLUSION.

The deductions and comparisons made, together with the valuable information contained therein, render the present report more than ordinarily valuable. It has been a great task, and the Secretary of Internal Affairs gratefully acknowledges the valuable work done and the research made by Deputy Secretary Isaac B. Brown. He has been untiring, faithful and efficient.

THOMAS J. STEWART,
Secretary of Internal Affairs.

EXTERIOR VIEW OF THE BALTIMORE AND OHIO RAILROAD PASSENGER STATION, PHILADELPHIA.



INTERIOR VIEW OF THE BALTIMORE AND OHIO RAILROAD PASSENGER STATION, PHILADELPHIA

REPORTS OF
STEAM RAILROAD COMPANIES.

1-11-92.

REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: July 21, 1887.

By what authority incorporated: Chapter 917 of the laws of New York State, and an act of the State of Pennsylvania, March 24, 1865.

If a consolidated company, name the constituent companies: Addison and Pennsylvania Railway Company of the State of New York, and Addison and Pennsylvania Railway Company of the State of Pennsylvania, took possession of said railway and property from Addison, N. Y., to Gaines, Pa., August 1, 1887. Date of charter, July 23, 1887.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
T. C. Platt,	New York, N. Y.	Theo. F. Wood,	New York N. Y.
Wm. Brookfield,	New York, N. Y.	Charles L. Pattison,	Elkland, Pa.
James E. Jones,	New York, N. Y.	E. G. Davidge,	Westfield, Pa.
George R. Sheldon,	New York, N. Y.	W. S. Gurnee,	New York, N. Y.
R. W. Clinton,	Newark Valley, N. Y.	Frank M. Baker,	Owego, N. Y.
Frank H. Platt,	New York, N. Y,	M. F. Hammond,	Osceola, Pa.

Date of last meeting of stockholders for election of directors January 11, 1892.

Postoffice address of general office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas C. Platt,	49 Broadway, N. Y.
Vice President,	William Brookfield,	82 Fulton Street, N. Y.
Secretary,	J. E. Jones,	New York, N. Y.
Treasurer,	F. R. Winne,	49 Broadway, N. Y.
General Superintendent,	Frank M. Baker,	Addison, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Addison and Pennsylvania Railway Company.	Addison, N. Y.,	Gaines, Pa.,	41	30.50
New York and North Pennsylvania Railroad Company,	Gaines, Pa.,	Galeton, Pa.,	5	5
Total mileage operated,			46	35.50

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
New York and North Pennsylvania Railroad bonds held as collateral for money loaned that corporation, account of construction,	$40,000 00	6 per cent.	$2,400 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,361,365 71	Capital stock,	$590.500 00
Cash and current assets,	4.155 71	Funded debt,	487,939 37
Profit and loss,	24,193 90	Current liabilities,	311,275 95
Total,	$1,389,715 32	Total.	$1,389,715 32

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company's Express operate over this line, paying $90 per month for 45,000 pounds or under. All over that amount twenty cents per hundred pounds.

United States mail transported at $2,839.68 per annum.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$3,639 96	. . . . .
General office clerks,	3	1,260 00	$1 34
Station agents,	10	4,176 00	1 34
Engmemen,	6	4,980 00	2 65
Firemen.	5	2,460 00	1 57
Conductors,	4	2.880 00	2 30
Other trainmen,	8	3,900 00	1 56
Machinists,	3	2,232 85	2 38
Carpenters.	4	2,363 15	1 87
Other shopmen.	4	1,799 75	1 43
Section foremen,	9	4,320 00	1 54
Other trackmen,	65	22,379 50	1 10
Switchmen. flagmen and watchmen,	4	1,802 55	1 45
Telegraph operators and dispatchers,	3	1.500 00	1 59
Employes--account floating equipment,	6	2,535 30	1 35
Total,	137	$62,229 06	$1 45
Distribution of above:			
General administration.	19	$10,575 96	$1 78
Maintenance of way and structures,	78	29,062 65	1 19
Maintenance of equipment,	7	4,032 60	1 84
Conducting transportation,	33	18,557 85	1 79
Total,	137	$62,229 06	$1 45
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	101	$43,355 65	$1 38

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	2
Trestles;		
Number,	48	42
Aggregate length,	4,093	3,198
Telegraph:		
Miles of line operated by this company,	50	39.50
Miles of wire operated by this company,	54	43.50

Guage of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

ALLEGHENY AND KINZUA RAILROAD COMPANY.

Date of organization: February 26, 1890.

By what authority incorporated: The general laws State of Pennsylvania and State of New York.

If a consolidated company, name the constituent companies: Allegheny and Kinzua railroad of the State of New York, chartered December 8, 1887; Allegheny and Kinzua railroad of the State of Pennsylvania, chartered December 15, 1887, and the Bradford and Corydon railroad of the State of Pennsylvania, chartered May 5, 1886. Consolidated February 26, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
S. S. Bullis,	Olean, N. Y.	C. G. Freck,	Olean, N. Y.
M. W. Barse,	Buffalo, N. Y.	J. R. Droury,	Olean, N. Y.
F. L. Stowell,	Olean, N. Y.	W. I. Bartholomay,	Morrisons, Pa.
J. C. French,	Olean, N. Y.	C. D. Clark,	Olean, N. Y
C. D. Williams,	Ridgway, Pa.	G. C. Farnsworth,	Olean, N. Y.
F. E. Brooks,	Bradford, Pa.	E. V. Dunlevie,	Olean, N. Y.
G. C. Palmer,	Olean, N. Y.		

Date of last meeting of stockholders for election of directors: March 8, 1892.

Postoffice address of general office: Olean, N. Y.

Postoffice address of operating company: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. S. Bullis,	Olean, N. Y.
Vice President,	M. W. Barse,	Buffalo, N. Y.
Secretary,	J. E. Rooney.	Olean, N. Y.
Treasurer,		
Auditor,	F. L. Stowell,	Olean, N. Y.
General Passenger Agent,	J. E. Rooney,	Olean. N. Y.
General Freight Agent,		
General Superintendent,	C. V. Merrick,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Allegheny and Kinzua,	Bradford, Pa.,	Red House, N. Y.,	25	16
	Gilbert, Pa.,	Coffer Run, Pa.,	12	12
		Zeliff, N. Y.,	6	.....
Total mileage operated,	.....	.....	43	.....

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$800,642 92	Capital stock,	$500,000 00
Profit and loss,	10,567 38	Funded debt,	285,000 00
		Current liabilities,	26,210 30
Total,	$811,210 30	Total,	$811,210 30

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compenstaion.
General officers,	8	$1,712 50	.....
General office clerks,	3	891 93	$0 95
Station agents,	2	1,001 00	1 39
Enginemen,	3	3,132 00	3 48
Firemen,	3	2,160 82	2 40
Conductors,	3	2,250 00	2 50
Other trainmen,	6	4,265 13	2 36
Machinists,	2	1,140 00	1 90
Section foremen,	6	3,240 00	1 72
Other trackmen,	15	5,175 00	1 25
Switchmen, flagmen and watchmen,	3	1,182 50	1 64
Total,	54	$26,150 88	.....
Distribution of above:			
General administration,	11	$2,604 43	.....
Maintenance of way and structures,	21	8,415 00	.....
Maintenance of equipment,	2	1,140 00	.....
Conducting transportation,	20	13,991 45	.....
Total,	54	$26,150 88	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	18	.....	.....

ALLEGHENY VALLEY RAILWAY COMPANY.

Date of organization: February 12, 1852; reorganized March 1, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia,	May 1, 1893.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
R. D. Barclay,	Philadelphia,	do.
P. A. B. Widener,	Philadelphia,	do.
John B. Jackson,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. H. Barnes.	Philadelphia.
Secretary,	Stephen W. White.	Philadelphia.
Treasurer,	Thomas R. Robinson.	Pittsburg.
Chief Engineer,	Frank M. Ashmead,	Pittsburg.
General Solicitor, Attorney or Counsel,	Scott & Gordon,	Pittsburg.
Auditor.	Theodore F. Brown,	Pittsburg.
General Passenger Agent,	James P. Anderson,	Pittsburg.
General Freight Agent,	E. P. Bates,	Pittsburg.
General Superintendent.	David McCargo,	Pittsburg.
Division Superintendent,	C. B Price,	Pittsburg.
Division Superintendent,	S. B. Ramsey,	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line.				
River Division,	Pittsburg,	Oil City,	132.50	132.50
Low Grade Division,	Red Bank,	Driftwood,	109.70	109.70
Branch Line.				
Sligo Branch,	Lawsonham,	Sligo,	10.20	10.20
Plum Creek Branch,	Verona,	Coal Works,	7.90	7.90
Total mileage operated,			260.30	260.30

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Buffalo and Southwestern Railroad Company.	$235,916 67	1 per ct.,	$2,359 17

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$40,982,987 23	Capital stock, ...	$26,183,899 70
Cost of equipment, ...	1,564,617 00	Funded debt.	17,123,789 63
Stocks of other companies owned, .	23,591 66	Current liabilities, ...	664,747 29
Cash and current assets, ...	1,269,054 03	Accrued interest on funded debt not yet payable.	193,520 00
Other assets:			
Sundries, ...	210,109 36		
Profit and loss, ...	115,597 34		
Total, ...	$44,165,956 62	Total, ...	$44,165,956 62

IMPORTANT CHANGES DURING THE YEAR.

The property of the Allegheny Valley Railroad Company was sold under foreclosure sale December 15, 1891, and a new company organized called the Allegheny Valley Railway Company, which took possession of the property on March 1, 1892. The decision of the United States court ordering the sale of the road divests the lien of all the indebtedness of the company excepting the principal of the $4,000,000.00 first mortgage, River division, due March 1, 1896, the $10,000,000.00 first mortgage, Low Grade division, due April 1, 1910, and the $1,700,000.00 second mortgage, Low Grade division, principal due at the rate of $100,000.00 per annum.

The capital stock of the new company has been fixed at $30,000,000.00—$18,000,000.00 preferred, three per cent. cumulative stock, and $12,000,000.00 common stock. Of this amount there has been issued $15,635,500.00 of preferred stock and $10,544,200.00 of common stock. A new general mortgage for the issue of $20,000,000.00 of four per cent. gold bonds has been executed and bonds to the amount of $1,365,000.00 have been issued. The remainder of the authorized issue is to be used in taking up the bonds of prior liens as they become due, and for the purpose of improvement and betterment of the property.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays forty per cent. of their gross receipts.

United States Postoffice Department pays a regular specified amount quarterly, subject to change, from time to time, according to weight of mails.

Pullman's Palace Car Company run sleeping and parlor cars, keeping up all repairs, and charge extra for seats and berths.

No special arrangements with freight or transportation companies.

No special arrangements other than through billing of freight and ticketing of passengers and monthly settlements.

Western Union Telegraph Company pays a stated amount per mile, and fifty per cent. of net receipts of local stations.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	8	$30,468 07	
General office clerks	57	44,978 81	$2 52
Station agents	96	40,820 76	1 34
Other station men	161	58,895 66	1 17
Enginemen	74	73,455 26	3 17
Firemen	82	38,868 85	1 51
Conductors	68	59,657 23	2 80
Other trainmen	244	119,971 53	1 57
Machinists	55	39,267 98	2 28
Carpenters	95	66,312 67	2 23
Other shopmen	323	150,046 00	1 48
Section foremen	58	31,690 00	1 75
Other trackmen	567	188,711 55	1 06
Switchmen, flagmen and watchmen	23	8,839 63	1 23
Telegraph operators and dispatchers	48	29,060 66	1 93
All other employes and laborers	93	50,643 57	1 74
Total	2,052	$1,031,688 23	$1 61
Distribution of above:			
General administration	65	$75,446 88	3 71
Maintenance of way and structures	625	220,401 55	1 13
Maintenance of equipment	473	255,626 65	1 73
Conducting transportation	889	480,213 15	1 73
Total	2,052	$1,031,688 23	$1 61
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	2,052		

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone	50
Number iron	50
Number wooden	94
Trestles:	
Number	20
Aggregate length (feet)	1,780
Tunnels:	
Number	5
Maximum length (feet)	1,936
Minimum length (feet)	410
Aggregate length of all tunnels (feet)	4,319
Telegraph:	
Miles of line owned by this company	252
Miles of wire owned by this company	386
Miles of line operated by this company	252
Miles of wire operated by this company	386
Miles of line operated by Western Union Telegraph Company	175
Miles of wire operated by Western Union Telegraph Company	175
Guage of track	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The first and second mortgages when due will be paid and general mortgage bonds issued instead.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

ALLENTOWN RAILROAD COMPANY.

Date of organization : April 19, 1853.
By what authority incorporated : Act of April 19, 1853 and amendments.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia,	Second Monday in January, 1893.
Thomas Dolan,	Philadelphia,	do. do.
W. R. Taylor,	Philadelphia,	do. do.
Geo. DeB. Keim,	Philadelphia,	do. do.
Samuel R. Shipley,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors : January 11, 1892.
Postoffice address of general office : 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Railroad,	Topton,	Kutztown,	Philadelphia and Reading Railroad Company,	4.50	4.50

Operated by the Philadelphia and Reading Railroad Company; which company pays all expenses of operating and a rental to the Allentown Railroad Company equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,085,747 94	Capital stock,	$1,268,884 47
Cash and current assets,	17,215 34	Current liabilities,	12,745 37
Profit and loss,	178,666 56		
Total,	$1,281,629 84	Total,	$1,281,629 84

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$240 00	$0 26
Total	3	$240 00	$0 26
Distribution of above: General administration	3	$240 00	$0 26
Total	3	$240 00	$0 26
Employes in Pennsylvania: Total number of employes in Pennsylvania	3	$240 00	$0 26

CHARACTERISTICS OF ROAD.

Gauge of track	4 ft. 8½ in.

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey, and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Rogers Maxwell	New York	January 9, 1893.
George F. Baker	New York	do.
Edward D. Adams	New York	do.
F. R. Cope	Philadelphia	do.
Edward Lewis	Philadelphia	do.
Thomas McKean	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating companies: Central Railroad Company of New Jersey, 143 Liberty street, New York city; Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	G. S. Harris	Philadelphia.
Secretary and Treasurer	S. Shepherd	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Terminal Railroad,	Scheiber's Mill,	Connection Lehigh and Susquehanna railroad.	Central Railroad of New Jersey and Philadelphia and Reading Railroad Company.	3.391	3.391

The Allentown Terminal Railroad was leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company July 10, 1889, for the term of 999 years, at an annual rental of $40,500. The Lehigh Coal and Navigation Company assigned the lease under the same date to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$976,846 05	Capital stock,	$450,000 00
Cash and current assets,	9,453 88	Funded debt,	450,000 00
Profit and loss,	22 47	Current liabilities,	77,282 40
		Accrued interest on funded debt not yet payable,	9,040 00
Total,	$986,322 40	Total,	$986,322 40

EMPLOYES AND SALARIES.

General officers: President, secretary and treasurer; no yearly compensation.

ALTOONA, CLEARFIELD AND NORTHERN RAILROAD COMPANY.

Date of organization: May 27, 1890.

By what authority incorporated: Under the laws of the Commonwealth of Pennsylvania, by act of assembly, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the eighth day of June, one thousand eight hundred and seventy-five."

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. G. Patterson,	Altoona, Blair county, Pa.,	Second Monday in January.
W. L. Shellenberger,	do. do.,	do. do.
W. S. Lee,	do. do.,	do. do.
W. J. Heinsling,	do. do.,	do. do.
John Louden,	do. do.,	do. do.
William Louden,	do. do.,	do. do.
George S. Adams,	do. do.,	do. do.
John A. Canan,	do. do.,	do. do.
M. S. Gwin,	do. do.,	do. do.
W. A. Ambrose,	do. do.,	do. do.
W. W. Yon,	do. do.,	do. do.
G. T. Bell,	do. do.,	do. do.
Andrew Kipple,	do. do.,	do. do.
W. K. Calvert,	do. do.,	do. do.

Date of last meeting of stockholders: Second Monday of January, 1892.
Postoffice address of general office: Altoona, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. G. Patterson,	Altoona, Pa.
Vice President,	W. L. Shellenberger	do.
Second Vice President,	W. S. Lee.	do.
Secretary,	H. J. Davis,	do.
Treasurer,	S. J. Westley,	do.
Chief Engineer,	W. T. Forsythe.	do.
General Solicitor, Attorney or Counsel,	T. H. Greeby,	do.
Auditor,	S. J. Westley,	do.
General Manager,	F. G. Patterson,	do.
General Passenger Agent, / General Ticket Agent. / General Freight Agent,	T. W. Neff.	do.
General Baggage Agent,	T. W. Neff.	do.

PROPERTY OPERATED.

NAME.	TERMINAS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Altoona, Clearfield and Northern,	Juniata,	Dougherty,	13	13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$86,015 00	Capital stock.	$42,750 00
Cost of equipment,	14,350 00	Funded debt,	22,600 00
		Current liabilities,	35,015 00
Total.	$100.365 00	Total,	$100,365 00

IMPORTANT CHANGES DURING THE YEAR.

Extension of road from Wopsononock to Doughertys, 5 miles.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers (F. G. Patterson, general manager),	1	$1,500 00
General office clerks (Katie Schomberg),	1	180 00
Station agents (T. W. Neff)	1	240 00
Enginemen,	2	1,320 00
Firemen,	2	960 00
Conductors,	2	1,200 00
Other trainmen,	2	960 00
Machinists,	1	600 00
Carpenters,	1	600 00
Other shopmen,	1	300 00
Section foremen,	1	600 00
Switchmen, flagmen and watchmen,	1	480 00
All other employes and laborers,	8	2,592 00
Total,	24	$11,532 00

CHARACTERISTICS OF ROAD.

Bridges:		
Number,	2	2
Wooden,	1	1
Gauge of track,	3 feet.	

QUESTIONS FOR GENERAL INFORMATION.

What station-house, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Ground rental at Juniata. Owned by Pennsylvania Railroad Company.

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1881.

By what authority incorporated: Under general law of the State of Pennsylvania, passed April 4, 1868.

Operated by the Tioga Railroad Company, to whom it was leased for ninety-seven years from July 1, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel Hines,	Scranton, Pa.,	Second Tuesday in July, 1892.	
M. F. Elliott,	Wellsboro, Pa.,	do.	do.
A. E. Botchford,	Blossburg, Pa.,	do.	do.
J. Lowber Welsh,	Philadelphia,	do.	do.
E. B. Thomas,	New York city,	do.	do.
A. R. Macdonough,	New York city,	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in July, 1891.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia.
Secretary,	A. R. Macdonough,	New York city.
Treasurer,	Edward White,	New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tioga Railroad Company March 16, 1883, for the period of ninety-seven years, beginning on the first day of July, 1882, at a rental of $12,750.00 per annum in semi-annual payments, on the first days of January and July, to be paid directly to the stockholders at the rate of five dollars per annum on each share.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$258,350 74	Capital stock,	$255,000 00
		Advances for construction,	3,350 74
Total,	$258,350 74	Total,	$258,350 74

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	7	7
Trestles:		
Number,	5	5
Aggregate length (feet),	320	320
Telegraph:		
Miles of line operated by Tioga Railroad Company,	12	12
Miles of wire operated by Tioga Railroad Company,	12	12

Gauge of track, ... 4 ft. 8½ in.

BALD EAGLE VALLEY RAILROAD COMPANY.

Date of organization: March 25, 1861.

By what authority incorporated: Special act, March 25, 1861.

If a consolidated company, name the constituent companies: The Bellefonte and Snow Shoe Railroad Company and the Moshannon Railroad Company were merged into the Bald Eagle Valley Railroad Company March 22, 1881, and the Bellefonte, Nittany and Lemont Railroad Company August 1, 1889.

The Bellefonte and Snow Shoe Railroad was incorporated as the Allegheny and Bald Eagle Railroad, Coal and Iron Company, June 12, 1839 (supplement, May 2, 1855); name changed, March 24, 1859 (supplement, February 16, 1865).

The Moshannon Railroad Company was incorporated April 11, 1863 (supplement, April 14, 1864).

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Curtin,	Bellefonte, Pa.,	April 11, 1893.
Daniel Rhoads,	Bellefonte,	do.
J. Wesley Gephart,	Bellefonte,	do.
Oliver H. Reighard,	Williamsport, Pa.,	do.
C. A. Mayer,	Lock Haven, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
G. B. Roberts,	Philadelphia, Pa.,	do.
Jno. P Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia	do.
Wm. H. Barnes,	Philadelphia,	do.
W. L. Elkins,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 12, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Bald Eagle Valley railroad,	Vail.	Lock Haven,	Pennsylvania Railroad Company.	51.20	51.20
Branches,				39.48	39.48
Total mileage,				90.68	90.68

Leased to the Pennsylvania Railroad Company, dated December 7, 1864, for ninty-nine years, from July 1, 1864.

Rental, 40 per cent. of gross earnings.

The Nittany Branch is operated by the Pennsylvania Railroad Company for its net earnings.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Valentine Iron Company,	$79,550 00	3 per ct.	$2,386 50
Valentine Iron Company scrip,	17 50		
Total,	$79,567 50		$2,386 50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,880,016 50	Capital stock,	$1,535,000 00
Stock of other companies owned,	25,000 00	Funded debt,	352,000 00
Other permanent investments,	128,750 00	Current liabilities,	944 47
Cash and current assets,	378,844 99	Sinking fund,	48,000 00
		Profit and loss,	476,667 02
Total,	$2,412,611 49	Total,	$2,412,611 49

EMPLOYES AND SALARIES.

General officers, three; total yearly compensation, $600.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	42	42
Number wooden,	15	15
Trestles:		
Number,	7	7
Aggregate length (feet),	1,623	1,623
Telegraph:		
Miles of line owned by this company,	80.75	80.75
Miles of wire owned by this company,	80.75	80.75
Miles of line operated by Pennsylvania Railroad Company, lessee,	80.75	80.75
Miles of wire operated by Pennsylvania Railroad Company, lessee,	80.75	80.75
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Sinking fund, $4,000.00 per annum.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: 1878.
By what authority incorporated: Pennsylvania.
Operated by Western Maryland Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. Snively,	Waynesboro, Pa.,	January, 1893.
Jos. Price,	Waynesboro, Pa.,	do.
Simon Lecron,	Waynesboro, Pa.,	do.
J. I. Miller,	Waynesboro, Pa.,	do.
Daniel Hoover,	Waynesboro, Pa.,	do.
J. M. Hood,	Baltimore, Md.,	do.
W. A. Boyd,	Baltimore, Md.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Waynesboro, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. Snively,	Waynesboro, Pa.
Secretary,	J. I. Miller,	Waynesboro, Pa.
Treasurer,	Jos. Price,	Waynesboro, Pa.
Auditor and General Ticket Agent	J. D. Whittington,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.
General Passenger Agent, General Freight Agent,	B. H. Griswold,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Company.	State Line, Md.,	Waynesboro, Pa.	Western Maryland Railroad Company.	4.55	4.55

Leased to the Western Maryland Railroad Company for a period of fifty years (6 per cent. interest on $72,800 first mortgage bonds), computing from the first day of July, A. D. 1879, fully to be complete and ended, the Western Maryland Railroad Company paying to this company for the same, an annual rental of $4,368, and that payable in equal semi-annual instalments of $2,184, each, on the first days of January and July in each year, computing from the first day of July, 1880, over and above all offsets and discounts for taxes and assessments.

2—11—92

Western Maryland Railroad Company has right to purchase at expiration of lease, or renew lease for a like term of fifty years, to commence from the expiration of this lease and containing the same term, covenants and provisions as those contained in this lease, save that if the rate of interest upon the new first mortgage bonds, which may be issued in lieu of or for sale, in order to retire the first mortgage bonds first mentioned shall be less that 6 per cent, then the rent to be reserved shall be reduced to an amount equal to the annual interest to be paid on said bonds, and the said new lease shall especially contain like covenants for the privilege of purchase, or the obtaining of a new lease.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	1
Number wooden	4	4
Trestles:		
Number	4	4
Aggregate length (feet)	1,501	1,501
Gauge of track	4 ft. 8½ in.	

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Date of organization: 1880.
By what authority incorporated: State of Pennsylvania.
Operated by Western Maryland Railroad Company.

ORGANIZATION.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. J. Foley	Baltimore, Md.	January 14, 1893.
J. M. Hood	Baltimore, Md.	do.
J. W. McPherson	Shippensburg, Pa.	do.
Geo. B. Cole	Shippensburg, Pa.	do.
John P. Culbertson	Chambersburg, Pa.	do.
W. F. Eyster	Chambersburg, Pa.	do.
J. W. Humbird	Cumberland, Md.	do.
C. W. Humrichouse	Williamsport, Md.	do.

Date of last meeting of stockholders for election of directors: January, 1892.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	David Wills	Gettysburg, Pa.
Secretary	T. M. Mahon	Chambersburg, Pa.
Treasurer	D. J. Foley	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Extension Company.	Waynesboro, Pa.,	Shippensburg, Pa.	Western Maryland Railroad Company, ...	. . .	26.52

Leased to Western Maryland Railroad Company for a period of fifty years for seven per cent. interest on $270,000 stock, and six per cent. interest on $230.000, first mortgage bonds.

Date of lease, July 1, 1881. Expiration of lease, July 1, 1931, with privilege of renewal for like period or periods.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron.	4	4
Number wooden, ...	10	10
Trestles :		
Number, ...	12	12
Aggregate length (feet), ...	3,267	3,267

Gauge of track, ... 4 ft. 8½ in.

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Date of organization : Created by merger September 20, 1886.

By what authority incorporated : General railroad laws of Pennsylvania, acts of 1849 and 1868; general railroad laws of Maryland, acts of association, 1876, Chapter 242.

If a consolidated company, name the constituent companies : Hanover Junction, Hanover and Gettysburg Railroad Company, Baltimore and Hanover Railroad Company and Bachman Valley railroad of Pennsylvania.

Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Hood, ...	Baltimore, Md., ...	January 14, 1893.
W. S. Rayner, ...	Baltimore, Md., ...	do.
C. W. Slagle, ...	Baltimore, Md..	do.
David Wills, ...	Gettysburg, Pa., ...	do.
Reuben Young, ...	Hanover, Pa., ...	do.
W. H. Vickery.	Woodensburg, Md., ...	do.
L. P. Brockley, ...	Hanover, Pa., ...	do.
R. M. Wirt, ...	Hanover, Pa., ...	do.
Jerome L. Boyer, ...	Reading, Pa., ...	do.
H. E. Young.	Hanover, Pa., ...	do.

Date of last meeting of stockholders for election of directors : January 14, 1892.

Postoffice address of general office : Hanover, Pa.

Postoffice address of operating company : Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	R. M. Wirt,	Hanover, Pa.
Treasurer,	George H. Baer,	Baltimore, Md.
Chief Engineer,	J. M. Hood,	Baltimore, Md.
General Solicitor, Attorney or Counsel,	David Wills,	Gettysburg, Pa.
Auditor and General Ticket Agent,	J. D. Whitington,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.
General Passenger and Freight Agent,	B. H. Griswold,	Baltimore, Md.
General Superintendent,	J. M. Hood,	Baltimore, Md.
Division Superintendent,	H. D. Scott,	Hanover, Pa.
Division Freight and Passenger Agent,	Joseph Leib,	Hanover, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Baltimore and Harrisburg railway (owned),	Emory Grove, Md.,	Gettysburg, Pa.,	51.2
Baltimore and Harrisburg railway (owned),	Valley Junction, Pa.,	Hanover Jct., Pa.,	6
Baltimore and Harrisburg railway (owned),	Intersection,	State Line,	1.3
Baltimore and Harrisburg railway (owned),	Gettysburg, Pa.,	Orrtanna, Pa.,	7.5
Baltimore and Harrisburg railway, Western Extension (leased),	Orrtanna,	Highfield, Md.,	15
Total mileage operated,			81

BONDS OWNED.

Berlin Branch railroad, 29 bonds, $500.00 each,	$14,500 00

Unproductive.

STOCKS OWNED.

Frederick and Pennsylvania Line railroad, 400 shares,	$20,000 00
Berlin Branch railroad, 106 shares,	5,300 00

Unproductive.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$1,454,102 18	Capital stock,	$720,000 00
Other permanent investments (betterments),	65,824 10	Funded debt,	690,000 00
Cash and current assets,	18,508 08	Current liabilities,	97,162 87
Other assets:		Accrued interest on funded debt not yet payable,	4,400 00
Sundries,	10,385 07	Profit and loss,	37,256 56
Total,	$1,548,819 43	Total,	$1,548,819 43

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. gross receipts.

United States government, $4,361.52 per annum.

Traffic arrangements for interchange of freight with Gettysburg and Harrisburg railroad, Baltimore and Ohio railroad and Pennsylvania railroad, upon agreed per cent.

Western Union.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (division, freight and passenger agent, division superintendent, master of motive power and supervisor)	4	$4,020 00	
General office clerks	1	540 00	$1 50
Clerks motive power	1	600 00	1 67
Station agents	21	3,125 80	41
Other station men	4	816 00	66
Enginemen	5	3,792 00	2 45
Firemen	5	2,484 00	1 60
Conductors	5	3,300 00	2 13
Other trainmen	9	2,120 00	76
Machinists	4	2,154 50	1 74
Carpenters	6	2,635 00	1 42
Other shopmen	10	3,507 30	1 09
Section foremen	15	6,300 00	1 35
Other trackmen	96	29,208 00	1 00
Telegraph operators and dispatchers	5	1,206 00	67
All other employes and laborers	3	648 00	58
Total	194	$66,456 60	
Distribution of above:			
General administration	6	$5,160 00	
Maintenance of way and structures	111	35,508 00	
Maintenance of equipment	20	8,296 80	
Conducting transportation	57	17,491 80	
Total	194	$66,456 60	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	9	8
Number iron	2	2
Number wooden	52	34
Trestles:		
Number	1	1
Aggregate length (feet)	25	25

Gauge of track, ... 4 ft. 8½ in.

BALTIMORE AND HARRISBURG RAILWAY COMPANY (WESTERN EXTENSION).

Date of organization: April 30, 1888.
By what authority incorpoated: By the Commonwealth of Pennsylvania.
Operated by Western Maryland Railroad Company.

OFFICERS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. C. Musselman	Fairfield, Pa.,	January 14, 1893.
W. F. Benchoff	Blue Ridge Summit. Pa..	do.
J. Emory Bair	Gettysburg, Pa..	do.
Andw. Marshall	Fairfield, Pa.,	do.
Jno. A. Livers	Gettysburg, Pa.,	do.
Chas. H. Buehler	Gettysburg, Pa..	do.

Date of last meeting of stockholders for election of directors: January 13, 1892.
Postoffice address of general office: Gettysburg, Pa.
Postoffice address of operating company: Hanover, Pa.

OFFICERS.

TITLD.	NAME.	ADDRESS.
President	David Wills	Gettysburg, Pa.
Secretary	W. P. Quimby	Gettysburg, Pa.
Treasurer	George H. Baer	Baltimore, Md.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Harrisburg Railway Company, Western Extension.	Orrtanna, Pa.,	Highfield, Md	Baltimore and Harrisburg Railway Company.	15	15

Leased to Western Maryland Railroad Company for 50 years beginning from the 1st day of June, 1889.

Annual rental $12,000; 5 per cent. interest on $240,000 bonds. Interest payable May and November.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	1	1
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length,	349	349
Tunnels:		
Number,	1	1
Maximum length,	533	533
Minimum length,	533	533
Aggregate length of all tunnels,	533	533
Telegraph;		
Miles of line operated by Western Union Telegraph Company.	15	15
Miles of wire operated by Western Union Telegraph Company.	15	15

Gauge of track, ... 4 ft. 8½ in.

BALTIMORE AND LEHIGH RAILROAD COMPANY.

Date of organization: April 1, 1891.

If a consolidated company, name the constituent companies: Maryland Central Railway Company, organized December 2, 1888; laws of State of Maryland, 1886, chapter 134.

York and Peach Bottom Railway Company, organized March 1, 1882, act of assembly of Pennsylvania, dated April 8, 1861 (P. L. pages 259 and 260).

Consolidated as to Maryland Central Railway Company, under laws of Maryland, 1886, chapter 134; also, laws of 1890, chapter 553.

Consolidated as to York and Peach Bottom Railway Company, under act of assembly of Pennsylvania, approved March 24, 1865 (P. L. pages 49, 50 and 51).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Gilmor,	Baltimore, Md.,	January 16, 1893.
Hugh B. Jones,	Baltimore, Md.,	do.
Winfield J. Taylor,	Baltimore, Md.,	do.
John Henry Miller,	Baltimore, Md.,	do.
Charles R. McConkey,	Peach Bottom, Pa.,	do.
Frank G. Metzger,	York, Pa.,	do.
Warren F. Walworth,	Cleveland, Ohio,	do.

Date of last meeting of stockholders for election of directors: April 21, 1891.

Postoffice address of general office: No. 3 East Lexington street, Baltimore, M. D.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. Gilmor,	3 East Lexington street, Baltimore.
Vice President,	John Henry Miller,	do. do.
Secretary,	John K. Shrine,	do. do.
Treasurer,	Fridge Murdock,	do. do.
General Solicitor, Attorney or Counsel,	M. H. Houseman,	do. do.
Auditor,	John K. Shrine,	do. do.
General Manager,	W. R. Crumpton,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Baltimore and Lehigh Railroad Company.	Baltimore.	York and Peach Bottom,	84.40	40

STOCKS OWNED.

York and Peach Bottom Railway Company, preferred, 2,500 shares; common, 4,180 shares (total par value), ... $359,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$4,786,571 65	Capital stock, ...	$3,275,000 00
Stocks of other companies owned, .	359,000 00	Funded debt, ...	1,999,950 00
Advanced on construction, ...	300,000 00	Current liabilities, ...	151,769 21
Cash and current assets, ...	21,886 15	Accrued interest on funded debt not yet payable, ...	17,000 00
Profit and loss, ...	76,261 41		
Total, ...	$5,543,719 21	Total, ...	$5,543,719 21

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of earnings.
United States Postoffice Department.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, ...	4	$8,442 43	$6 75
General office clerks, ...	13	4,481 78	1 10
Station agents, ...	42	11,850 55	90
Other station men, ...	14	6,306 76	1 41
Enginemen, ...	9	6,839 54	2 42
Firemen, ...	9	4,135 89	1 50
Conductors, ...	8	5,684 41	2 00
Other trainmen, ...	15	7,880 91	1 50
Machinists, ...	9	6,392 09	2 32
Carpenters, ...	4	2,418 67	1 88
Other shopmen, ...	9	4,452 43	1 53
Section foremen, ...	16	8,820 00	1 72
Other trackmen, ...	57	20,932 97	1 27
Switchmen, flagmen and watchmen, ...	3	969 00	95
Telegraph operators and dispatchers, ...	1	780 00	2 46
All other employes and laborers, ...	11	4,889 45	1 22
Total, ...	224	$105,276 88	$1 49
Distribution of above:			
General administration, ...	17	$12,924 21	$2 43
Maintenance of way and structures, ...	73	29,752 97	1 37
Maintenance of equipment, ...	22	13,263 19	1 91
Conducting transportation, ...	112	49,336 51	1 35
Total, ...	224	$105,276 88	$1 49
Employes in Pennsylvania:			
Total number of employes in Pennsylvania, ...	66	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telegraph:		
Miles of line owned by this company	79.4	35
Miles of wire owned by this company	79.4	35

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? All coupons presented for payment have been paid.

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: February 17, 1883.

By what authority incorporated: Baltimore and Philadelphia Railway Company was organized under letters patent from State of Pennsylvania, January 31, 1883, under laws of Pennsylvania, dated April 4, 1868; supplement June 8, 1874.

If a consolidated company, name the constituent companies: Delaware and Western Railroad Company and Baltimore and Philadelphia Railway Company consolidated February 17, 1883. The Wilmington and Western Railroad Company was reorganized under laws of State of Delaware, February 5, 1867. Amendments March 10, 1869; March 24, 1871; January 30, 1873; March 3, 1873. Laws of Pennsylvania April 17, 1869. Amendments March 9, 1872; March 26, 1873; April 13, 1870.

This road was sold under a decree of the United States Circuit Court for Delaware, made on March 7, 1877, and the purchasers organized under the title of Delaware Western Railroad Company; laws of Pennsylvania, March 24, 1865; laws of Delaware, February 22, 1877.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Thomas M. King	Pittsburg	December 15, 1892.	
J. B. Washington	Pittsburg	do.	do.
William M. Canby	Wilmington, Del.	do.	do.
J. T. Odell	Baltimore, Md.	do.	do.
William Canby	Wilmington, Del.	do.	do.
Henry A. Dupont	Wilmington, Del.	do.	do.
Geo. DeB. Keim	Philadelphia	do.	do.
J. Vansant Smith	Philadelphia	do.	do.
Theo. Frothingham	Philadelphia	do.	do.

Date of last meeting of stockholders for election of directors: December 9, 1890.

Postoffice address of general office: Wilmington, Del., and Philadelphia, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thos. M. King	Pittsburg.
Vice President	J. T. Odell	Baltimore, Md.
Secretary	J. C. Farra	Wilmington, Del.
Treasurer	W. H. Ijams	Baltimore, Md.
Auditor	W. T. Thelin	Baltimore, Md.
General Manager	J. T. Odell	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Philadelphia Railroad Company.	Maryland and Delaware State line,	P. and R. Junction, Philadelphia.	Baltimore and Ohio Railroad Company.	36.80	36.80
Landenberg branch	West Junction, Delaware.	Landenberg, Pa.	Baltimore and Ohio Railroad Company.	14.30	3.10
Market Street branch	W. and N. Junction, Del.,	Market street station, Wilmington, Del.	Baltimore and Ohio Railroad Company.	3.30	
South Side extension	West Yard, Junction, Wilmington, Del.,	Atlantic Refining Company, Wilmington, Del.	Baltimore and Ohio Railroad Company.	2.90	
Crum Creek branch	Avondale,	Leipers and Lewis quarry.	Baltimore and Ohio Railroad Company.	2.40	2.40
Total mileage				59.70	42.30

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts, and after deducting expenses apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to the stockholders.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$9,840,000 00	Capital stock	$4,996,850 00
Cost of equipment	20,953 83	Delaware and Western stock to be retired	3,150 00
Profit and loss	2,094 499 90	Funded debt	4,840,000 00
Total	$11,955,453 73	Current liabilities	2,115,453 73
		Total	$11,955,453 73

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$1,375 00	
General office clerks	4	2,400 00	$1 91
Station agents	19	7,356 00	1 06
Other station men	12	6,240 05	1 42
Enginemen	35	45,990 00	3 60
Firemen	35	23,454 00	1 84
Conductors	32	40,880 00	3 50
Other trainmen	79	49,019 50	1 70
Machinists	7	5,245 00	2 28
Carpenters	22	13,491 00	2 33
Other shopmen	153	73,473 60	1 43
Section foremen	17	10,501 90	1 98
Other trackmen	220	5,834 60	1 23
Switchmen, flagmen, and watchmen	32	26,280 00	2 25
Telegraph operators and dispatchers	26	16,620 00	1 75
Employes—account floating equipment	1	732 00	2 00
All other employes and laborers	73	18,099 00	2 15
Total	772	$346,991 60	

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone	26
Number combination	14
Total	40
Trestles:	
Number	3
Aggregate length (feet)	1,261
Tunnels:	
Number	1
Aggregate length of all tunnels (feet)	625
Gauge of track	5 ft. 8½ in.

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

By what authority incorporated: Under general railway laws of Pennsylvania, 1868, and its various supplements.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John I. Blair	Blairstown, N J.	Second Tuesday in May, 1893.
C. Miller	Bangor, Pa.	do.
D. C. Blair	Belvidere, N J.	do.
Geo. W. Mackey	Bangor, Pa.	do.
Jacob E. Long	Bangor, Pa.	do.
John Buzzard	Bangor, Pa.	do.
J. Moore	Portland, Pa.	do.
John I. Miller	Portland, Pa.	do.
Wm. Bray	East Bangor, Pa.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1892.

Postoffice address of general office: Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Miller,	Bangor, Pa.
Vice President,	D. C. Blair,	Belvidere, N. J.
Secretary,	Geo. W. Mackey.	Bangor, Pa.
Treasurer,	John I. Miller,	Bangor, Pa,
General Solicitor, Attorney or Counsel,	Geo. W. Mackey,	Bangor, Pa.
Auditor,	Wm. M. Bennett,	Bangor, Pa.
General Manager,	C. Miller,	Bangor, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent,	Chas. N. Miller.	
Superintendent Transportation,	Jos. J. Heintzelman,	Bangor, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bangor and Portland,	Portland, Pa.,	Nazareth, Pa.,	27.97	
	Nazareth Junction.	Martin's Creek, N. J.,	4.54	32.51
Easton and Northern,	Belfast, Pa.,	Easton, Pa.,	8	8
Total mileage operated,			40.51	40.51

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$388,022 99	Capital stock.	$121,100 00
Cost of equipment,	107,975 00	Funded debt.	320,000 00
Cash and current assets,	282 58	Profit and loss.	55,181 57
Total.	$496,281 57	Total,	$496,281 57

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company; we receive one-third of earnings over Delaware, Lackawanna and Western railroad and branches, and Bangor and Portland railway.

Contract with Adams Express Company for operating over the Easton and Northern, similar to the one with the United States Express Company.

Contract with the United States government, for carrying of mails over Bangor and Portland railway and Easton and Northern railroad; we receive about $200.00 per month.

Contract with Delaware, Lackawanna and Western, Pennsylvania, Pennsylvania, Poughkeepsie and Boston and Central railroad of New Jersey; we receive an arbritary on freight to and from points not on the above named railroads, and a *pro rata* on local business.

Contract with Pennsylvania Telephone Company for use of all 'phones on Bangor and Portland railway and Easton and Northern railroad.

Trackage agreement with Easton and Northern Railroad Company; we to pay them forty-two and one-half per cent. of net earnings, from freight and passenger traffic, for use of tracks and stations between Belfast, Pa., and Easton, Pa.

EMPLOYES AND SALARIES.

(Based upon pay-roll for June, 1892.)

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$4,061 00	$3 24½
General office clerks	2	900 00	1 44
Station agents	19	5,094 00	86
Other station men	10	1,752 00	56
Enginemen	4	3,120 00	2 49
Firemen	4	1,920 00	1 53
Conductors	4	2,640 00	2 11
Other trainmen	8	3,648 00	1 46
Machinists	2	1,440 00	2 30
Carpenters	3	1,476 00	1 59
Other shopmen	3	1,104 00	1 19
Section foremen	7	3,120 00	1 43
Other trackmen	28	8,004 00	1 10
Switchmen, flagmen and watchmen	2	720 00	1 00
All other employes and laborers	10	1,470 16	1 10
Total	110	$40,469 16	$1 06
Distribution of above:			
General administration	4	$4,061 00	$3 24½
Maintenance of way and structures	45	12,594 16	1 02½
Maintenance of equipment	8	4,020 00	1 60½
Conducting transportation	53	19,794 00	1 20
Total	110	$40,469 16	$1 06
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	109	.....	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number	6	6
Number combination	15	15
Trestles:		
Number	1	1

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays rental? Name the party to whom such property belongs: Easton and Northern Railroad Company.

Name all associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States

Name all companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Great Southern Despatch, Great Eastern Line, Lackawanna Line, etc.

BARCLAY RAILROAD COMPANY.

Date of organization: June, 1862, as Barclay Coal Company; changed to Barclay Railroad Company, September 24, 1891.

By what authority incorporated: Pennsylvania; act concerning railroads, approved April 8, 1861, and supplements thereto.

Operated by Towanda Coal Company to January 1, 1891. Barclay Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Andrew Wheeler	400 Chestnut street, Philadelphia	February 9, 1893.
Henry C. Davis	120 Broadway, New York	do. do.
H. H. Wilson	237 South Third street, Philadelphia	do. do.
Anthony Taylor	201 Walnut Place, Philadelphia	do. do.
Lawrence Johnson	109 Walnut street, Philadelphia	do. do.
Clarence R. Claghorn	204 Walnut Place, Philadelphia	do. do.
J. Raymond Claghorn	204 Walnut Place, Philadelphia	do. do.

Date of last meeting of stockholders for election of directors: February 8, 1892.

Postoffice address of general office: 204 Walnut Place, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. Raymond Claghorn	204 Walnut Place. Philadelphia.
Secretary, Treasurer	Anthony Taylor	201 Walnut Place. Philadelphia.
General Superintendent	E. O. Macfarlane	Towanda. Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Barclay Railroad Company	Towanda	Foot of Plane	14.02	14.02

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Barclay Railroad Company	$6,000 00	5 per cent.	$300 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$450,000 00	Capital stock,	$1,000,000 00
Cost of equipment,	33,204 14	Funded debt,	76,000 00
Other permanent investments,	237,234 80	Current liabilities,	5,000 00
Lands owned,	373,000 00	Profit and loss,	32,574 39
Cash and current assets,	20,195 00		
Total,	$1,113,633 94	Total,	$1,113,574 39

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	....	$2,425 00	.....
General office clerks,	....	360 00	.....
Station agents,	5	1,800 00	$5 70
Other station men,	1	343 20	1 10
Enginemen,	2	1,174 00	3 25
Firemen,	2	960 00	1 91
Conductors,	2	1,440 00	2 52
Other trainmen,	6	2,520 00	1 60
Section foremen,	2	960 00	.....
Total,	20	$11,982 20	.....

CHARACTERISTICS OF ROAD.

Bridges:

Number iron, ... 1

Number wooden, ... 4

Gauge of track, ... 4 ft. 8½ in.

BEAVER AND ELLWOOD RAILROAD COMPANY.

Date of organization: May 20, 1890.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. L. Standish,	Pittsburg, Pa.,	January 11, 1895.
George I. Whitney,	Pittsburg, Pa.,	do.
I. L. Stephenson,	Pittsburg, Pa.,	do.
I. D. Gause,	Chicago, Ills.,	do.
S. A. Roalofs,	Ellwood City, Pa.,	do.
H. W. Hartman,	Ellwood City, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.
Postoffice address of general office: Ellwood City, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary.	S. A. Roalofs,	Ellwood City, Pa.
Treasurer.		
Chief Engineer,	E. Wolford,	Ellwood City, Pa.
General Solicitor, Attorney or Counsel,	Lyon, McKee & Sanderson,	Pittsburg, Pa.
Auditor,	S. A. Roalofs,	Ellwood City, Pa.
General Manager.	Merritt Greene,	Ellwood City, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Beaver and Ellwood Railroad Company,	Ellwood Junction,	Ellwood City, Pa.,	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$104,561 35	Capital stock,	$50,000 00
Cost of equipment,	7,038 57	Funded debt.	50,000 00
Cash and current assets.	5,746 09	Current liabilities,	23,315 64
Profit and loss,	5,969 63		
Total,	$123,315 64	Total,	$123,315 64

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	. . . . .
Station agents,	1	$520 00
Enginemen,	1	1,020 00
Firemen,	1	480 00
Conductors,	1	600 00
Other trainmen,	1	450 00
Section foremen,	1	520 00
Other trackmen,	6	2,160 00
Total,	15	. . . . .
Employes in Pennsylvania: Total number of employes in Pennsylvania.	15	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	2	2
Aggregate length (feet)	70	70
Gauge of track	Standard.	

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Date of organization: April 29, 1891; certificate of organization filed May 5, 1891.
By what authority incorporated: General law of April 8, 1861.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	May 1, 1893.
John M. Harding	do.	do.
George Kugler	do.	do.
Lewis Neilson	do.	do.
P. B. Prince	do.	do.
Stephen W. White	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: No. 233 South Fourth street, Philadelphia.
Postoffice address of operating company: No. 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	R. D. Barclay	Philadelphia.
Secretary	Albert Hewson	do.
Treasurer	Taber Ashton	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Bedford and Bridgeport railway.	Mt. Dallas	State Line	Pennsylvania Railroad Company.	38.70	38.70
Branches				10.47	10.47
Total mileage				49.17	49.17

3-11-92.

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies, adopted April 29 and May 27, 1891. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$2,303,202 13	Capital stock	$600,000 00
Cash and current assets	32,213 55	Funded debt	1,700,000 00
		Current liabilities	2,834 68
		Profit and loss	32,581 00
Total	$2,335,415 68	Total	$2,335,415 68

EMPLOYES AND SALARIES.

General officers	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	8	8
Number wooden	11	11
Trestles:		
Number	14	14
Aggregate length (feet)	1,151	1,151
Telegraph:		
Miles of line owned by this company	38.7	38.7
Miles of wire owned by this company	77.4	77.4
Miles of line operated by Pennsylvania Railroad Company, lessee	38.7	38.7
Miles of wire operated by Pennsylvania Railroad Company, lessee	77.4	77.4
Gauge of track		4 ft. 9 in.

BEECH CREEK RAILROAD COMPANY.

Date of organization: June 29, 1886.

By what authority incorporated: Two acts of general assembly of Pennsylvania, passed May 25, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt	New York, N. Y.	May 5, 1893.
William K. Vanderbilt	New York, N. Y.	do.
George J. Magee	Watkins, N. Y.	do.
Joseph M. Gazzam	Philadelphia	do.
George F. Baer	Reading, Pa.	do.
William W. Betts	Clearfield, Pa.	do.
Marlin E. Olmsted (*ex-officio*)	Harrisburg, Pa.	do.

Date of last meeting of stockholders for election of directors: May 6, 1892.

Postoffice address of general office: Jersey Shore, Pa.

Postoffice address of operating company: New York Central and Hudson River Railroad Company, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Marlin E. Olmsted,	Harrisburg, Pa.
Vice President,	Cornelius Vanderbilt.	New York, N. Y.
Secretary,	Aliyn Cox,	New York, N. Y.
Treasurer,	E. V. W. Rossiter,	New York, N. Y.
Chief Engineer,	J. B. McIntyre,	Jersey Shore, Pa.
General Solicitor,	Marlin E. Olmsted,	Harrisburg, Pa.
Comptroller,	John Carstensen.	New York, N. Y.
General Manager,	J. D. Layng,	New York, N. Y.
General Passenger Agent.	F. E. Herriman,	Philadelphia,
General Ticket Agent.		
General Freight Agent,		
Superintendent,	A. G. Palmer,	Jersey Shore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Beech Creek,	Jersey Shore,	Gazzam,	104.27	
	Watts Mill,	Friendship Tunnel,	.89	
				105.16
Peale Branch,	Viaduct,	Moravian,	8.03	
Wells Run Branch,	East of Munson's,	Mines,	1.04	
Philipsburg Branch,	Munson's,	Stiner's,	7.59	
Hawk Run Branch,	Hawk Run,	Mines,	2.23	
Decatur Branch,	West of Hawk Run,	Mines.	1.64	
Derby Branch,	East of Philipsburg.	Mines,	.87	
Pardee Branch No. 2.	West of Hawk Run.	Mines,	1.01	
Woodland Branch,	East of Woodland,	Mines.	1.24	
Clearfield Branch,	Clearfield Junction,	Clearfield,	3.94	
O'Shanter Branch,	Mitchell's,	O'Shanter,	1.56	
Duniap Branch.	West of Mitchell's,	Mines,	1.31	
Watts Branch,	East of Kerrmoor,	Watts Mill,	.68	
Thurston Branch,	East of Gazzam,	Mines.	1.29	
				32.46
Total mileage owned,				137.62
Pine Creek railway,*	Jersey Shore.	Newberry Junction,	12.30	
Philadelphia and Reading railroad,*	Newberry Junction.	Williamsport,	3.50	
				15.80
Total,				153.42

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek railroad was leased, December 15, 1890, to the New York Central and Hudson River Railroad Company, for the term of 999 years, from October 1, 1890, but is operated as an independent organization.

The terms of the rental are four per cent. per annum guaranteed interest on first mortgage bonds not exceeding $5,000,000.00, and an annual guaranteed dividend of four per cent. on capital stock amounting to $5,000,000.00.

STOCKS OWNED.

Pennsylvania and Western Railroad Company,	$100,000 00
Chest Creek Railroad Company,	20,000 00

* Operated under trackage rights.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$10,000,000 00	Capital stock,	$5,000,000 00
Stocks of other companies owned,	16,983 61	Funded debt,	5,900,000 00
Other permanent investments,	612,448 18	Current liabilities,	887,560 34
Cash and current assets,	454,600 25	Accrued rental of equipment,	18,691 66
		Profit and loss,	177,780 04
Total,	$11,084,032 04	Total,	$11,084,032 04

IMPORTANT CHANGES DURING THE YEAR.

Kerrmoor extension, Watt's Mill to Friendship Tunnel, .89 miles.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Consideration, forty per cent. of gross revenue, with minimum guarantee of $1,200.00 per annum.

United States Government—Based on average daily weight carried.

Pennsylvania railroad, for use of Derby Branch.

Western Union Telegraph Company—Consideration, limited free transmission of railroad messages.

Central Pennsylvania Telephone and Supply Company—For use of railroad wires, at an annual rental of $4.00 per wire, per mile.

W. E. Smith and others—For transportation of timber.

City of Lock Haven—For transportation of limestone.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	9	$24,280 00	
General office clerks,	26	18,320 38	$2 24
Station agents,	25	12,886 77	1 64
Other station men,	19	11,254 10	1 89
Enginemen,	41	41,793 45	3 25
Firemen,	38	23,527 08	1 96
Conductors,	28	22,255 03	2 53
Other trainmen,	89	48,679 01	1 74
Machinists,	83	42,599 63	1 64
Carpenters,	46	22,639 41	1 57
Other shopmen,	39	19,932 57	1 63
Section foremen,	26	15,232 57	1 87
Other trackmen,	197	76,484 30	1 24
Switchmen, flagmen and watchmen,	4	1,782 13	1 42
Telegraph operators and dispatchers,	21	10,945 45	1 66
All other employes and laborers,	44	25,252 51	1 83
Total,	735	$417,864 39	$1 81
Distribution of above:			
General administration,	35	$42,600 38	
Maintenance of way and structures,	271	118,751 51	
Maintenance of equipment,	168	85,171 61	
Conducting transportation,	261	171,340 89	
Total,	735	$417,864 39	$1 81
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	716	$398,824 39	$1 33

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	59	59
Trestles:		
Number,	3	3
Aggregate length,	234	234
Tunnels:		
Number,	2	2
Maximum length,	1,247	1,247
Minimum length,	346	346
Aggregate length of all tunnels,	1,593	1,593
Telegraph:		
Miles of line owned by this company,	115	115
Miles of wire owned by this company,	255.8	255.8
Miles of line operated by this company and W. U. Telegraph Company,	115	115
Miles of wire operated by this company and W. U. Telegraph Company,	255.8	255.8

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?. The company has no sinking fund.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Jersey Shore station, rented from Fall Brook Coal Company.

BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.

By what authority incorporated: Act of April 8, 1861, supplements of May 25, 1878, and May 31, 1887.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. K. Sibley,	160 Broadway, N. Y.	May 1, 1893.
Henry Whelen,	309 Walnut street, Philadelphia,	do.
Francis F. Milne,	309 Walnut street, Philadelphia.	do.
R. Dale Benson,	510 Walnut street, Philadelphia,	do.
Byerly Hart,	228 South Third street, Philadelphia.	do.
William H. Collison,	Germantown, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 209 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert Frazer,	209 S. Third street, Philadelphia.
Secretary,	George H. Wolbert,	209 S. Third street, Philadelphia.
Treasurer,		
General Superintendent,	Thomas A. Shoemaker,	Bellefonte, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	FROM—	TO—		
Bellefonte Central Railroad Company,	Bellefonte,	State College,	20	20
	Mattern Junction,	Red Bank,	7.50	7.50
Total mileage operated,			27.50	27.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$511,456 59	Capital stock,	$500.000 00
Cost of equipment,	6,850 00	Profit and loss,	18,306 59
Total,	$518,306 59	Total,	$518,306 59

IMPORTANT CHANGES DURING THE YEAR.

Extension to State College, one mile.
Reorganization effected January 12, 1892.
Five hundred thousand issued for reorganization.
General improvement to road.

CONTRACTS, AGREEMENTS, ETC.

Contract with Adams Express Company for five years from April 4, 1892. We get 40 per cent. of gross receipts of the road.

Contract with government between Bellefonte, Fillmore, Waddles, Stormstown, Buffalo Run and State College. Compensation not fixed.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
President,	1		
Secretary and Treasurer,	1		
General Superintendent,	1	$1,200 00	
General office clerks,	1	900 00	$3 00
Station agents,	3	900 00	1 00
Other station men,	1	720 00	2 40
Engineemen,	2	1,890 00	3 15
Firemen,	2	1,020 00	1 70
Conductors,	2	1,500 00	2 50
Other trainmen,	4	1,980 00	1 65
Carpenters,	2	1,140 00	1 90
Section foremen,	2	1,500 00	2 50
Other trackmen,	10	3,300 00	1 10
Switchmen, flagmen and watchmen.	6	2,376 00	1 32
Total,	38	$18,426 00	$22 22
Distribution of above:			
General administration.		$2,100 00	
Maintenance of ways and structures.		4,800 00	
Maintenance of equipment.		1,140 00	
Conducting transportation.		10,386 00	
Total,		$18,426 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telegraph:		
Miles of line owned by this company.	20	20
Miles of wire owned by this company,	20	20
Miles of line operated by this company,	20	20
Miles of wire operated by this company,	20	20
Gauge of track,		4 ft. 9 in.

BERLIN RAILROAD COMPANY.

Date of organization: July 7, 1879.

By what authority incorporated: Buffalo Valley Railroad Company, State of Pennsylvania. Acts of February 19, 1849, April 1, 1868, and March 14, 1871. Reorganized as Berlin Railroad Company July 7, 1879.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. H. Koontz,	Somerset, Pa.,	First Monday in May,	1893.
S. Philson,	Berlin, Pa.,	do.	do.
S. A. Philson,	Berlin, Pa.,	do.	do.
A. M. Ross,	Confluence, Pa.,	do.	do.
J. Reed Torrance,	Pittsburg, Pa.,	do.	do.
S. C. Hartley,	Meyersdale,	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg, Pa.
Secretary,	A. W. Black,	Pittsburg, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Berlin Railroad Company.	Garrett, Pa.,	Berlin, Pa.	Baltimore and Ohio Railroad Company.	8	8

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburg and Connellsville Railroad Company, which is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$50,425 09	Capital stock,	$50,000 00
Profit and loss,	67,159 79	Current liabilities,	67,584 88
Total,	$117,584 88	Total,	$117,584 88

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation
Station agents,	1	$1 78
Enginemen,	1	2 75
Firemen,	1	1 65
Conductors,	1	2 08
Other trainmen,	1	1 65
Shopmen,	1	1 15
Section foremen,	1	1 33
Other trackmen,	5	1 10
All other employes and laborers,	1	28
Total	13	
Distribution of above:		
Maintenance of way and structure,	6	
Maintenance of equipment,	1	
Conducting transportation,	6	
Total,	13	
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	13	

CHARACTERISTIC OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	9	9
Aggregate length (feet),	1,180	1,180
Gauge of track,		4 ft. $8\frac{3}{4}$ in.

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 26, 1876.

By what authority incorporated: Under the free railroad act, 1868, and its supplements.

Operated under contract with Western Maryland Railroad Company; said company furnishes power and equipment.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
A. W. Eichelberger,	Hanover, Pa.	Stephen Keefer,	Hanover, Pa.
Jacob Resser,	East Berlin, Pa.	R. N. Meisenhelder,	Hanover, Pa.
Daniel Eberly,	Abbottstown, Pa.	W. S. Hildebrand,	East Berlin, Pa.
Joseph Wolf,	Abbottstown, Pa.	Wm. G. Leas,	East Berlin, Pa.
Henry A. Young,	Hanover, Pa.	Michael Rebert,	East Berlin, Pa.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Hanover, York county, Pa.

Postoffice address of operating company: Western Maryland Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	Michael Rebert,	East Berlin, Pa.
Treasurer,	Jacob Resser,	East Berlin, Pa.
General Solicitor, Attorney or Counsel,	David Wills,	Gettysburg, Pa.
Auditor,	R. M. Wirt,	Hanover, Pa.
General Manager,	Jos. Leib,	Hanover, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
Berlin Branch railroad,	Berlin Junction,	East Berlin, Pa.,	7 m. 40 ft.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$77,326 19	Capital stock,	$43,195 19
Cash and current assets,	893 13	Funded debt,	42,900 00
Profit and loss,	29,029 88	Current liabilities,	21,154 01
Total,	$107,249 20	Total,	$107,249 20

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, usual rates.

Mails—One trip per day; $77.59 per quarter.

The contract between this company and the Western Maryland Railroad Company is as follows:

The Western Maryland Railroad Company furnishes the motivo power, cars and working crews at forty cents per running mile, charging for seven miles or fourteen miles per trip, that is five dollars and sixty cents per trip of fourteen miles, the contract can be terminated at the option of either party upon due notice being given.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
Treasurer,	1	$50 00	
Secretary,	1	15 00	
Station agents (one at $60.00; one at $210.00),	2	270 00	$0 90
Section foremen ($30.00 per month),	1	360 00	1 15
Other trackmen (paid $1.00 per day)	2	454 85	1 00
Total,		$1,149 85	
Distribution of above:			
General administration,		$65 00	
Maintenance of way and structures,		814 85	
Conducting transportation,		270 00	
Total,		$1,149 85	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	7		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Gauge of track,	4 ft. 8 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? The rents for stations is included in the salaries of the station agents.

BLOOMSBURG AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 21, 1883, date of articles of association.

By what authority incorporated: General railroad law; letters patent, dated December 27, 1888.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. R. Buckalew, Sr.,	Bloomsburg,	Second Tuesday in January, 1893,
Morton McMichael,	First National Bank, Philadelphia,	do. do.
E. W. Clark, Jr.,	E. W. Clark & Co., Philadelphia,	do. do.
J. H. Kershow,	Fifth and Chestnut street, Philadelphia,	do. do.
Chas. Evans,	Atlantic City, N. J.,	do. do.
Samuel Wigfall	Bloomsburg, Pa.,	do. do.
H. J. Conner,	Orangeville, Pa.	do. do.
L. E Waller,	Bloomsburg, Pa.,	do. do.
J. K. Gratz,	Bloomsburg, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 12, 1892.

Postoffice address of general office: Bloomsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. R. Buckalew,	Bloomsburg, Pa.
Vice President,	S. Wigfall.	Bloomsburg, Pa.
Secretary,	H. J. Conner,	Orangeville, Pa.
Treasurer.	S. Wigfall,	Bloomsburg, Pa.
Chief Engineer.	F. M. Leaders,	Bloomsburg, Pa.
General Solicitor, Attorney, or Counsel.	C. R. Buckalew,	Bloomsburg, Pa.
Auditor, General Manager, General Passenger Agent, General Ticket Agent, General Freight Agent,	F. M. Leaders,	Bloomsburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bloomsburg and Sullivan railroad,	Bloomsburg,	Jamison City,	30	30

GENERAL BALANCE SHEET.

DR.		CR.	
Bonds of other companies owned,	$1,197,650 00	Capital stock,	$597,650 00
		Funded debt,	600,000 00
Total,	$1,197,650 00	Total,	$1,197,650 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number of wooden.	2	2
Telegraph :		
Miles of line owned by this company.	30	30
Miles of wire owned by this company.	30	30

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Bloomsburg, Delaware, Lackawanna and Western railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

BRADFORD, BORDELL AND KINZUA RAILROAD COMPANY.

[*For nine months ending March 31, 1892.*]

Date of organization: March 3, 1880.

By what authority incorporated: Under the general law of the State of Pennsylvania, act of June, 1874, and amendments.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. J. Carter,	Titusville, Pa..	January, 1893.
Jno. E. Ransom.	Buffalo, N. Y.	do.
A. S. Murray, Jr.,	New York,	do.
John C. Havemayer,	New York,	do.
Aug. Stein,	New York,	do.
M. L. Hinman,	Dunkirk, N. Y..	do.
W. W. Brown,	Bradford, Pa.	do.
A. I. Wilcox,	Bradford, Pa..	do.
Geo. L. Roberts,	Bradford, Pa..	do.
Geo. A. Eckbert,	Bradford, Pa.	do.
Jno. C. McKenna.	Bradford, Pa.	do.

Date of last meeting of stockholders for election of directors: January 12, 1892

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	Geo. L. Roberts,	Bradford, Pa.
President,	Jno. J. Carter,	Bradford, Pa.
Vice President,	W. W. Brown,	Bradford, Pa.
Secretary.	Jno. E. Ransom,	Buffalo, N. Y.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
General Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. J. Carter,	Bradford, Pa.
General Passenger Agent, / General Freight Agent, / General Superintendent,	Jno. C. McKenna.	Bradford, Pa.
Superintendent of Telegraph,	W. R. Dieffenback.	Bradford, Pa.
General Baggage Agent,	Jno. C. McKenna,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Bordell and Kinzua Railroad Company.	Bradford,	Simpson,	15	16.93
	Kinzua Junction.	Rew City.	1.93	
Rew City and Eldred Railroad Company.	Rew City,	Eldred,	12.16	12.16
Bradford, Bordell and Smethport Railroad Company,	Simpson.	Smethport,	10.23	10.23
Total mileage operated.			39.32	39.32

STOCKS OWNED.

Rew City and Eldred Railroad Company (total par value),	$111,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$522,747 59	Capital stock.	$500,000 00
Cost of equipment.	91,052 73	Funded debt.	498,000 00
Stocks of other companies owned,	111,000 00	Current liabilities.	162,404 70
Other permanent investments:		Certificates of indebtedness.	24,100 00
B. B. & S. R. R. Co.,	17,036 13	N. Y., L. E. & W. R. R. Co.	210,618 67
R. C. & E. R. R. Co.,	2,087 40	Receiver's certificates.	49,847 63
F. V. & C. R. R. Co., loans.	54,852 49		
Increase capital stock.	250,000 00		
N. Y., L. E. & W. R. R. Co.,	194,422 40		
Profit and loss.	201,772 26		
Total.	$1,444,971 00	Total,	$1,444,971 00

IMPORTANT CHANGES DURING THE YEAR.

By virtue of a sheriff's sale, under a judgment obtained in the court of common pleas of McKean county, the company was sold to the Bradford, Bordell and Kinzua Railway Company under said decree, and possession was delivered the purchasers April 1, 1892.

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s Express.—Paying first-class freight rates on through freight and one and one-half times first-class freight rates on local freight.

United States Postoffice Department pays $60.72 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the line.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$2,250 00	
General office clerks,	1	630 00	$2 29
Station agents,	9	3,089 97	1 27
Other station men,	9	2,166 23	1 42
Enginemen,	7	3,414 95	2 35
Firemen,	7	1,654 52	1 40
Conductors,	5	2,895 30	2 30
Other trainmen,	9	3,214 92	1 48
Machinists,	2	917 15	2 25
Carpenters,	2	1,159 09	2 14
Other shopmen,	10	4,939 89	1 95
Section foremen,	3	1,215 00	1 48
Other trackmen,	16	5,407 55	1 20
Telegraph operators and dispatchers: Included in general officers and station agents.			
All other employes and laborers,	2	366 95	84
Total,	84	$33,311 52	$1 65
Distribution of above:			
General administration,		$21,646 37	
Maintenance of way and structures,		6,866 89	
Maintenance of equipment,		2,611 81	
Conducting transportation,		2,186 45	
Total,		$33,311 52	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	84		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	5	5
Aggregate length,	601	601
Telegraph:		
Miles of line operated by this company,	39.32	39.32
Miles of wire operated by this company,	39.32	39.32

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States; Western New York Car Service Association.

BRADFORD, BORDELL AND KINZUA RAILWAY COMPANY.

[*For three months ending June 30, 1892.*]

Date of organization: April 1, 1892.

By what authority incorporated: Under the general law of the State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. K. Pomroy,	New York city,	Jannary, 1893.
J. B. McGeorge,	New York city,	do.
J. R. Cowing,	New York city,	do.
Chas. Dana,	New York city,	do.
Jno. J. Carter,	Titusville, Pa.,	do.
D. H. Jack,	Bradford, Pa.,	do.
G. L. Roberts,	Bradford, Pa.,	do.

Pos.office address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. L. Roberts,	Bradford, Pa.
Vice President,	H. K. Pomroy,	New York city.
Secretary,	J. B. McGeorge,	New York city.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
General Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. C. McKenna,	Bradford, Pa.
General Passenger Agent,		
General Freight Agent,		
Superintendent of Telegraph,	W. R. Dieffenback,	Bradford, Pa.
General Baggage Agent,	Jno. C. McKenna,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Bradford, Bordell and Kinzua Railway Company.	Bradford,	Smethport,	25.23	27.16
	Kinzua Junction,	Rew City,	1.93	
Rew City and Eldred Railroad Company,	Rew City,	Eldred,	12.16	12.16
Total mileage operated,			39.32	39.32

STOCKS OWNED.

Rew City and Eldred Railroad Company (total par value), ... $111,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$123 24	Profit and loss,	$2,220 76
Cash and current assets,	2,097 52		
Total,	$2,220 76	Total,	$2,220 76

IMPORTANT CHANGES DURING THE YEAR.

The present company, Bradford, Bordell and Kinzua Railway Company, was formed under general law of the State of Pennsylvania, and took possession of the railroad of the Bradford, Bordell and Kinzua Railroad Company on April 1, 1892. The purchasers of the property of the Bradford, Bordell and Kinzua Railroad Company acquired title to the same in pursuance of a judgment sale made under a decree of the court of common pleas of McKean county.

On acquiring title the purchasers organized the new company and put it in possession of the road April 1, 1892.

By the terms of the organization the capital stock of the new company is $250,000, and the bonds authorized to be issued are $300,000.

The capital stock and bonds have not yet been issued. They will, however, soon be issued in accordance with the plan of reorganization.

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s express operate the line, paying one and one-half first-class freight rates on local freight, and first-class freight rates on through freight.

United States Postoffice Department pays $60.72 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the line, except that the railway company maintain the poles.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$900 00	
General office clerks,	1	210 00	$2 30
Station agents,	9	1,044 99	1 27
Other station men,	7	726 65	1 42
Enginemen,	6	1,082 95	2 35
Firemen,	7	551 20	1 48
Conductors,	5	855 18	2 30
Other trainmen,	9	863 29	1 48
Machinists,	1	188 96	2 25
Carpenters,	2	283 07	2 14
Other shopmen,	2	330 54	1 95
Section foremen,	3	405 00	1 48
Other trackmen,	18	1,449 30	1 20
Telegraph operators and dispatchers: Included in general officers and station agents.			
All other employes and laborers,	8	456 29	84
Total,	80	$9,347 42	
Distribution of above:			
General administration,		$885 00	
Maintenance of way and structures,		2,012 19	
Maintenance of equipment,		608 34	
Conducting transportation,		5,841 89	
Total,		$9,347 42	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	80		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	1	1
Trestles:		
Number,	11	11
Aggregate length,	1,481	1,481
Telegraph:		
Miles of line operated by this company	39.32	39.32
Miles of wire operated by this company,	39.32	39.32

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States; Western New York Car Service Association.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Bradford, Bordell and Smethport Railroad Company.

BRADFORD RAILWAY COMPANY.

Date of organization: January 7, 1881.

By what authority incorporated: Under the act of general assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by the Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G DeCoursey,	No. 242 S. Third street, Philadelphia,	January 9, 1893.
Calvin H. Allen,	Mills Building, New York city,	do.
Edward L. Owen,	No. 71 Wall street, New York city,	do.
John D. Probst,	No. 52 Exchange Place, New York city,	do.
George E. Bartol,	No. 139 S. Front street, Philadelphia,	do.
William T. Tiers,	No. 11 S. Front street, Philadelphia,	do.
E. W. Clark, Jr.,	Builitt Building, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: Buffalo, N. Y., No. 84 Exchange street.

Postoffice address of operating companies: Western New York and Pennsylvania Railroad Company.

4-11-92.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Calvin H. Allen,	New York city.
Vice President,	Samuel G. DeCoursey,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bradford railway,	Bradford,	Kinzua Junction.	Western New York and Pennsylvania Railroad Company.	14.75	14.75

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railroad Company of all and singular the railway of the Bradford Railway Company of Pennsylvania. Recorded in McKean county, Pennsylvania, February 16, 1882, in Mortgage Book, Vol. "M," page 270; also July 21, 1882, in Deed Book, Vol. 16, page 112, nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 3 feet.

BRADFORD, BORDELL AND SMETHPORT RAILROAD COMPANY.

Date of organization: September, 1880.

By what authority incorporated: Under general law of the State of Pennsylvania, act of June, 1874, and amendments.

Operated by the Bradford, Bordell and Kinzua Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. J. Carter,	Titusville, Pa.,	January, 1893.
Jno. E. Ransom,	Buffalo, N. Y.,	do.
Aug. Stein,	New York,	do.
M. L. Hinman,	Dunkirk, N. Y.,	do.
W. W. Brown,	Bradford, Pa.,	do.
A. I. Wilcox,	Bradford, Pa.,	do.
G. L. Roberts,	Bradford, Pa.,	do.
Jno. C. McKenna,	Bradford, Pa.,	do.
L. J. Bocker,	Boston, Mass.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of general office: Bradford, Pa.
Postoffice address of operating company: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. J. Carter,	Bradford, Pa.
Vice President,	A. I. Wilcox,	Bradford, Pa.
Secretary,	Jno. E. Ranson,	Buffalo, N. Y.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
General Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. J. Carter,	Bradford, Pa.
General Passenger Agent,		
General Freight Agent,	John C. McKenna,	Bradford, Pa.
General Superintendent,		
Superintendent of Telegraph,	W. R. Dieffenback,	Bradford, Pa.
General Baggage Agent,	Jno. C. McKenna,	Bradford, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bradford, Bordell and Smethport railroad.	Simpson, . .	Smethport, .	Bradford, Bordell and Kinzua railroad.	10.23	10.23

The Bradford, Bordell and Smethport Railroad Company leased to the Bradford, Bordell and Kinzua Railroad Company for the term of its charter by lease dated January 1, 1891.

The Bradford, Bordell and Kinzua Railroad Company to pay $24,000 rental for the first two years, after that two-sevenths of the net earnings if any. The Bradford, Bordell and Kinzua Railroad Company to maintain the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$105,259 64	Capital stock,	$100,000 00
Cost of equipment,	11,776 49	Current liabilities,	17,036 13
Total,	$117,036 13	Total,	$117,036 13

IMPORTANT CHANGES DURING THE YEAR.

This company was merged in the Bradford, Bordell and Kinzua Railroad Company by virtue of a sheriff's sale under a judgment obtained against it in the court of common pleas of McKean county, and was sold to the same parties under the same decree of said court as the Bradford, Bordell and Kinzua Railroad Company.

The purchasers at that sale transferred the title of the property of this company to the Bradford, Bordell and Kinzua Railway Company April 1, 1892, and at the same time delivered to it possession of the same.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	6	6
Aggregate length,	880	880

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Merged in the Bradford, Bordell and Kinzua Railway Company April 1, 1892.

BRADFORD, ELDRED AND CUBA RAILROAD COMPANY.

Date of organization: May 11, 1881.
By what authority incorporated: General railroad act, State of New York.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Charles C. Attenburg,	New York, N. Y.,	When successors are elected.	
Frank M. Baker,	Owego, N. Y.,	do.	do.
B. F. Ballinger,	Elizabeth, N. J.,	do.	do.
Ed. M. Dickerson,	New York, N. Y.,	do.	do.
W. E. Mantius,	New York, N. Y.,	do.	do.
Herman S. Lersy,	New York, N. Y.,	do.	do.
Thomas C. Platt,	New York, N. Y.,	do.	do.
August Stein,	New York, N. Y.,	do.	do.
B. W. Spencer,	New York, N. Y.,	do.	do.
W. C. Sheldon,	New York, N. Y.,	do.	do.
Theo. F. Wood,	New York, N. Y.,	do.	do.
Frank H. Platt,	New York, N. Y.,	do.	do.

Date of last meeting of stockholders for election of directors: May 28, 1888.
Postoffice address of general office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	Thomas C. Platt,	New York, N. Y.
Receiver's Agent,	Frank M. Baker,	Addison, N. Y.
President,	Frank H. Platt,	New York, N. Y.
Secretary,	Theo. F. Wood,	New York, N. Y.
Treasurer,	B. W. Spencer,	New York, N. Y.
Superintendent,	W. W. Atwood,	Wellsville, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Bradford, Eldred and Cuba railroad,	Little Genesee, N. Y.,	State Line at Ceres, N. Y.	4.31	.....
Wellsville, Bolivar and Eldred railroad,	Wellsville, N. Y.,	Little Genesee, N. Y.,	20.62	.....
Bradford, Richburg and Cuba railroad,	Ceres, N. Y.,	Eldred, Pa.,	9.36	5.74
Total mileage operated,			34.29	5.74

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$552,426 50	Capital stock	$480,000 00
Other permanent investments:		Funded debt	594,546 25
Wellsville, Bolivar and Eldred railroad	405,410 00	Current liabilities	420,921 72
Bradford, Richburg and Cuba railroad	156,369 50		
Cash and current assets	73,001 79		
Profit and loss	308,260 18		
Total	$1,495,467 97	Total	$1,495,467 97

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s express operate under special agreement, paying same per month as previous year.

Contract with United States government for mail service, $1,984.00 per annum over total line operated.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$1,260 00	.....
General office clerks	1	180 00	$0 57
Station agents	6	2,136 00	1 14
Enginemen	2	1,560 00	2 49
Firemen	2	960 00	1 53
Conductors	2	1,500 00	2 40
Other trainmen	3	1,440 00	1 53
Carpenters	2	939 00	1 50
Other shopmen	1	547 75	1 75
Section foremen	4	1,920 00	1 53
Other trackmen	11	3,959 45	1 15
Switchmen, flagmen and watchmen	1	480 00	1 53
Telegraph operators and dispatchers	1	180 00	57
Total	38	$17,062 20	.....
Distribution of above:			
General administration	10	$3,756 00	$1 20
Maintenance of way and structures	16	6,348 95	1 27
Maintenance of equipment	2	1,017 25	1 63
Conducting transportation	10	5,940 00	1 90
Total	38	$17,062 20	$1 43
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	6	$2,339 85	$1 24

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number wooden	3	1
Trestles :		
Number	33	2
Aggregate length	5,280	200
Telegraph :		
Miles of line operated by this company	32.73	5.74
Miles of wire operated by this company	32.73	5.74

Gauge of track, ... 3 feet.

BRADFORD, RICHBURG AND CUBA RAILROAD COMPANY.

ORGANIZATION, ETC.

Date of organization: March, 1881.
By what authority incorporated: General laws, State of Pennsylvania.
Operated by the Bradford, Eldred and Cuba railroad.
Postoffice address of general office: Addison, N. Y.
Postoffice address of operating company: Wellsville, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Richburg and Cuba	Ceres, N. Y.	Eldred, Pa.	9.36	5.74

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telegraph :		
Miles of line operated by the Bradford, Eldred and Cuba Railroad Company	9.36	5.74
Miles of wire operated by the Bradford, Eldred and Cuba Railroad Company	9.36	5.74

Gauge of track, ... 3 feet.

BRADFORD AND WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.

By what authority incorporated: Under a supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, 1874, and also the act approved April 4, 1868, and the several supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. S. Whitney,	Belmont, N. Y.,	January 11, 1893.
F. L. Richardson,	Bradford, Pa.,	do.
E. Breese,	Lewis Run, Pa.,	do.
H. P. Whitney,	Bradford, Pa.,	do.
G. L. Roberts,	Bradford, Pa.,	do.
H. L. McMullan,	Bradford, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. S. Whitney,	Belmont, N. Y.
Vice President,	H. L. McMullan,	Bradford, Pa.
Secretary,	F. L. Richardson,	Bradford, Pa.
Treasurer,		
Chief Engineer,	F. W. Dalrymple,	Bradford, Pa.
Auditor,	H. L. McMullan,	Bradford, Pa.
General Manager,	H. P. Whitney,	Bradford, Pa.
General Freight Agent,	F. L. Richardson,	Bradford, Pa.
General Superintendent,	E. Breese,	Lewis Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line,	Lewis Run, Pa.,	Completed to Taylor's, Pa.; chartered to Marshburg, Pa.	4.15	4.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$26,170 76	Capital stock,	$31,000 00
Cost of equipment,	5,113 21	Profit and loss,	563 69
Cash and current assets,	279 62		
Total,	$31,563 69	Total,	$31,563 69

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$600 00	
Station agents (junction clerk)	1	60 00	$0 20
Enginemen	1	600 00	2 00
Firemen	1	450 00	1 50
Section foremen,*	1		2 31
Other trackmen,*	4		1 50
Total	14	$1,710 00	
Employes in Pennsylvania: Total number of employes in Pennsylvania	8		

CHARACTERISTICS OF ROAD.

Bridges:
Number wooden, 9
Gauge of track, Narrow gauge.

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed July 31, 1886.

By what authority incorporated: General railroad act of Pennsylvania of April 4, 1868.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James K. P. Hall	St. Marys, Pa.	Second Monday in June, 1893.
C. H. McCauley	Ridgway, Pa.	do. do.
D. H. Jack	Bradford, Pa.	do. do.
A. R. Macdonough	New York city	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1892.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James K. P. Hall	St. Marys, Pa.
Secretary	A. R Macdonough	21 Cortlandt street, New York city.
Treasurer	Edward White	21 Cortlandt street, New York city.

*Do not work all the time on road; cannot estimate yearly compensation.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The capital stock of this company is owned by the New York, Lake Erie and Western Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$21,195 26	Capital stock,	$22,500 00
Open accounts,	1,304 74		
Total.	$22,500 00	Total,	$22.500 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	3	3
Aggregate (feet),	144	144
Gauge of track,		4 ft. 8½ in.

BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization: February 8, 1892.
By what authority incorporated: Act of 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Allen K. Walton,	Waltonville, Pa.,	February, 1893.
Robert J. Walton,	Waltonville, Pa.,	do.
E. A. Penney,	Waltonville, Pa.,	do.
H. O. Deshong,	Philadelphia,	do.
Morris Ebert,	Philadelphia,	do.
John J. Nissley,	Hummelstown,	do.

Date of last meeting of stockholders for election of directors: February 8, 1892.
Postoffice address of general office: Waltonville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Allen Walton,	Waltonville, Pa.
Secretary,	E. A. Penney,	Waltonville, Pa.
Treasurer,	Allen K. Walton,	Waltonville, Pa.
Chief Engineer,	Geo. W. Hayes,	Lebanon, Pa.
General Solicitor, Attorney or Counsel,	Weiss & Gilbert,	Harrisburg, Pa.
Auditor,	Chas. M. Hartrick,	Waltonville, Pa.
General Manager,	Allen K. Walton,	Waltonville, Pa.
General Superintendent,	Robert J. Walton,	Waltonville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
Brownstone and Middletown Railroad Company.	Brownstone, Pa., . .	Waltonville, Pa., . .	2½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$20,000 00	Capital stock,	$25,000 00
Cost of equipment,	5,000 00	Current liabilities,	1,597 18
Cash and current assets,	2,041 58	Profit and loss,	444 40
Total,	$27,041 58	Total,	$27,041 58

CONTRACTS, AGREEMENTS, ETC.

A traffic contract for freight handed to and received from the Philadelphia and Reading Railroad Company.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total compensation for five months.	Average daily compensation.
General office clerks,	1	$125 00	$1 00
Enginemen,	2	651 00	2 62½
Conductors,	2	434 00	1 75
Other trainmen,	3	600 00	1 66⅔
Machinists,	1	372 00	3 00
Carpenters,	1	217 00	1 75
Section foreman,	1	248 00	2 00
Other trackmen,	9	1,377 00	1 27½
Switchmen, flagmen and watchmen,	1	155 00	1 25
Total,	21	$4,179 00	. . . . .
Distribution of above:			
General administration,	. . . .	$125 00	. . . . .
Maintenance of way and structures,	. . . .	1,625 00	. . . . .
Maintenance of equipment,	. . . .	589 00	. . . . .
Conducting transportation,	. . . .	1,840 00	. . . . .
Total,	. . . .	$4,179 00	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	21	. . . . .	. . . . .

BUFFALO, BRADFORD AND PITTSBURG RAILROAD COMPANY.

Date of organization: March 4, 1859.

By what authority incorporated: Buffalo and Bradford, incorporated by special act of State of Pennsylvania, March 14, 1856.

Buffalo and Pittsburg, incorporated under general railroad act of New York of 1850.

If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania March 14, 1856.

Buffalo and Pittsburg Railroad Company, organized in New York October 15, 1852.

Certificate of consolidation filed in Pennsylvania February 26, 1859, and in New York March 4, 1859.

Operated by the Lake Erie and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Lowber Welsh,	Philadelphia,	Second Monday in June, 1893.
W. A. May,	Scranton, Pa.,	do. do.
David H. Jack,	Bradford, Pa.,	do. do.
Abram K. Johnson,	Bradford, Pa.,	do. do.
John King,	New York city,	do. do.
E. B. Thomas,	New York city,	do. do.
A. R. Macdonough,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1892.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia.
Secretary,	A. R. Macdonough,	21 Cortlandt street, New York city.
Treasurer,	Edward White,	21 Cortlandt street, New York city.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$3,109,943 61	Capital stock,		$2,286,400 00
		Funded debt,		580,000 00
		Advances:		
		Erie Railway Company,	$103,564 40	
		New York, Lake Erie and Western Railroad Company,	139,979 21	243,543 61
Total,	$3,109,943 61	Total,		$3,109,943 61

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	
Number iron,	4	4
Trestles:		
Number,	23	10
Aggregate length,	2,140.37	353.37
Telegraph:		
Miles of line owned by this company,	25	17
Miles of wire owned by this company,	25	17
Miles of line operated by this company,	25	17
Miles of wire operated by this company,	25	17

Gauge of track, ... 4 ft. 8½ in.

BUFFALO, ROCHESTER AND PITTSBURG RAILWAY COMPANY.

Date of organization: March 11, 1887.

By what authority incorporated: State of New York, laws of 1869, chapter 917, as amended by the laws of 1881, chapter 685.

Commonwealth of Pennsylvania, statute approved March 24, 1865.

If a consolidated company, name the constituent companies: The Buffalo, Rochester and Pittsburg Railway Company was formed March 11, 1887, by the consolidation of the following companies:

The Buffalo, Rochester and Pittsburg Railroad Company, organized under the laws of the State of New York on October 24, 1885, and the Pittsburg and State Line Railway Company, organized on the same date, under the statute of the Commonwealth of Pennsylvania. Articles of merger were entered into with the former on December 14, 1885, and with the latter on March 9, 1887.

The consolidation became effective on March 11, 1887.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Frederick A. Bell,	Buffalo, N. Y.,	November 21, 1892.
Wilson S. Bissell,	Buffalo, N. Y.,	do.
George H. Lewis,	Buffalo, N. Y.,	do.
Frederick A. Brown,	No. 20 Nassau street, New York, N. Y.,	do.
Walston H. Brown,	No. 20 Nassau street, New York, N. Y.,	do.
Edward N. Gibbs,	Norwich, Conn.,	do.
R. M. Gummere,	South Bethlehem, Pa.,	do.
Warren A. Wilbur,	South Bethlehem, Pa.,	do.
Adrian Iselin, Jr.,	No. 36 Wall street, New York, N. Y.,	do.
W. Emlen Roosevelt,	No. 33 Wall street, New York, N. Y.,	do.
J. Kennedy Tod,	No. 45 Wall street, New York, N. Y.,	do.
Wheeler H. Peckham,	No. 80 Broadway, N. Y.,	do.
Arthur G. Yates,	Rochester, N. Y.,	do.

Date of last meeting of stockholders for election of directors: November 16, 1891.

Postoffice address of general office: No. 36 Wall street, New York, N. Y., postoffice box No. 910, and Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Arthur G. Yates,	Rochester, N. Y.
Assistant to the President,	George E. Merchant,	Rochester, N. Y.
Secretary and Assistant Treasurer,	John H. Hocart,	36 Wall street, New York, N. Y.
Treasurer and Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	William E. Hoyt,	Rochester, N. Y.
General Solicitor, Attorney or Counsel:		
New York State,	Henry G. Danforth,	Rochester, N. Y.
Pennsylvania,	Charles H. McCauley,	Ridgway, Pa.
General Passenger Agent,	Edward C. Lapey,	Rochester, N. Y.
General Freight Agent,	Robert W. Davis,	Rochester, N. Y.
General Superintendent,	George W. Bartlett,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road	Total mileage of road in Pennsylvania.
	From—	To—		
Buffalo, Rochester and Pittsburg Railway Company.	Rochester, N. Y.,	Howard Junction, Pa.,	129.50	8.57
	Clarion Junction, Pa.,	Walston, Pa.,	65.90	65.90
	Buffalo Creek, N. Y.,	Ashford, N. Y.,	45.25	
Beechtree Mine Line,	Beechtree Junction, Pa.,	Beechtree, Pa.,	4.04	4.04
Eleanora Mine Line,	Big Run, Pa.,	Eleanora, Pa.,	4.94	4.94
Andrian Mine Line,	Elk Run Junction, Pa.,	Adrian, Pa.,	2.58	2.58
Lincoln Park and Charlotte railroad,	Lincoln Park, N. Y.,	Charlotte, N. Y.,	10.89	
Perry Railroad,	Silver Lake Junc., N. Y.,	Silver Springs, N. Y.,	1.03	
East Buffalo Terminal railway,	Buffalo, N. Y.,	Buffalo, N. Y.,	.10	
Buffalo Creek railroad,	Buffalo Creek, N. Y.,	Buffalo, N. Y.,	4.00	
New York, Lake Erie and Western Railroad Company,	Howard Junction, Pa.,	Clarion Junction, Pa.,	36.23	36.23
Total mileage operated,			304.46	122.26

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$16,751,237 95	Capital stock,	$12,000,000 00
Cost of equipment,	3,373,399 73	Funded debt,	9,400,500 00
Stocks of other companies owned,	1,003,670 50	Current liabilities,	479,981 29
Cash and current assets,	997,139 67	Accrued interest on funded debt not yet payable,	106,855 22
		Profit and loss,	138,111 34
Total,	$22,125,447 85	Total,	$22,125,447 85

IMPORTANT CHANGES DURING THE YEAR.

The Brockwayville & Punxsutawney Railroad Company, located in Pennsylvania, twenty-five miles in length, conveyed all their estate, real and personal, to the Buffalo, Rochester and Pittsburg Railroad Company, who owned its entire capital stock, and was dissolved by the order of the court, November 16, 1891, per certificate of dissolution filed in Harrisburg, Pa., November 24, 1891.

$117,000.00 car trusts, series No. 8, $135,000.00 car trusts, series No. 9, were issued during the year; $149,000.00 car trusts came due and were paid; $3,000.00 was paid on real estate mortgages; $550,000.00 general mortgage bonds, Buffalo, Rochester and Pittsburg Railway Company, bearing five per cent. interest, were sold.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company runs over all lines operated by us, paying one and one-half first-class rates, excepting agreed special rates, and guarantees a fixed minimum for the year.

The United States Government pays a specified rate per mile per annum, based on the average weight of mails carried, to-wit: Route No. 6102, 109.19 miles, $82.08 per mile per annum; route No. 6127, 121.96 miles, $62.42 per mile per annum; route No. 6130, 49.25 miles, $64.98 per mile per annum; route No. 6097, 1.12 miles, $51.30 per mile per annum; route No. 8178, 3.03 miles, $42.75, per mile per annum.

Allegheny Valley railroad passenger and freight traffic pro rated when over 40 miles, on actual mileage, when below 40 miles on agreed arbitraries. New York, Lake Erie and Western railroad for use of 36.23 miles of track by paying interest on half cost of the said track, and proportion of expense of maintenance and operating on a wheelage basis. New York Central and Hudson River railroad for use of passenger terminals, Buffalo, N. Y., at agreed rate per coach, proportion of expenses selling tickets, and rent of storage sidings; Reynoldsville and Falls Creek railroad Company, Bell, Lewis and Yates Coal Mining Company, passenger and freight traffic pro rated on actual mileage, after allowing short line 16 miles minimum. Mining Company agreed to ship 500,000 tons coal per annum; Rochester and Pittsburgh Coal and Iron Company agrees to ship all its tonnage over the road; Mahoning Valley Railway Company for use of our tracks to Falls Creek, 8.07 miles, at fixed rental per annum. Passenger and freight traffic pro rated on actual mileage after allowing short line 16 miles minimum.

The Western Union Telegraph Company pays us one-fourth of total cash receipts, less cable tolls and amounts paid to connecting lines, of the offices maintained by the railway company. The telegraph company furnishes all supplies, and the railway company the necessary labor.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$28,600 00	. . . . .
General office clerks	87	81,680 17	$3 00
Station agents	60	37,275 00	1 98
Other station men	81	36,666 67	1 45
Enginemen	94	140,565 79	4 78
Firemen	94	59,153 57	2 01
Conductors	65	68,706 88	3 38
Other trainmen	208	134,646 38	2 07
Machinists	130	79,812 77	1 96
Carpenters	104	76,165 12	2 34
Other shopmen	438	213,130 96	1 55
Section foremen	46	25,760 00	1 79
Other trackmen	253	90,173 53	1 14
Switchmen, flagmen and watchmen	119	78,543 40	2 11
Telegraph operators and dispatchers	61	41,243 33	2 16
All other employes and laborers	109	50,697 26	1 49
Total	1,954	$1,242,820 83	$2 03
Distribution of above:			
General administration	92	$110,280 17	$3 83
Maintenance of way and structures	408	166,630 79	1 30
Maintenance of equipment	672	369,108 85	1 75
Conducting transportation	782	596,801 02	2 44
Total	1,954	$1,242,820 83	$2 03
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	770	$496,335 87	$2 06

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	64	32
Number wooden.	1	1
Trestles:		
Number,	122	20
Aggregate length, feet.	28,245	5,682
Telegraph:		
Miles of line owned by this company,	253.10	75.72
Miles of wire owned by this company,	56.23	36.23
Miles of line operated by this company,	253.10	75.72
Miles of wire operated by this company.	644.20	234.32
Miles of line operated by Western Union Telegraph Company,	253.10	75.72
Miles of wire operated by Western Union Telegraph Company,	644.20	234.32

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger depot, Buffalo, N. Y., belonging to New York Central and Hudson River railroad; Belt road, Buffalo, N. Y., belonging to Buffalo Creek railroad; Passenger depot, Salamanca, N. Y., belonging to New York, Lake Erie and Western railroad; station-house, Carmon Interchange, Pa., belonging to Pennsylvania railroad; Station-house, Falls Creek, Pa., belonging to Allegheny Valley railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Association of General Passenger Agents; United States; Middle States Traffic Association; Buffalo Freight Committee.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Brockwayville and Punxsutawney Railroad Company.

BUSTLETON RAILROAD COMPANY.

Date of organization: December 27, 1890; certificate of organization filed January 7, 1891.

By what authority incorporated: General law of April 8, 1861.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 1, 1893.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: No. 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBurry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bustleton railroad,	Holmesburg Junction.	Bustleton,	Pennsylvania Railroad Company.	4.16	4.16

Operated by Pennsylvania Railroad Company under resolutions of boards of directors of both companies, dated December 27, 1890, and January 14, 1891.

Rental, net earnings.

This arrangement from January 1, 1891, is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Profit and loss,	12,332 50	Current liabilities,	12,332 50
Total,	$112,332 50	Total,	$112,332 50

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	2	2
Trestles:		
Number,	3	3
Aggregate length (feet)	1,286	1,286
Telegraph:		
Miles of line owned by this company,	4.16	4.16
Miles of wire owned by this company,	8.32	8.32
Miles of line operated by Pennsylvania Railroad Company, lessee,	4.16	4.16
Miles of wire operated by Pennsylvania Railroad Company, lessee,	8.32	8.32

Gauge of track, 4 ft. 9 in.

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: January 13, 1887.
By what authority incorporated: General law, April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	April 18, 1893.
John P. Green,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 19, 1892.
Postoffice address of general office: No. 233 South Fourth street, Philadelphia.
Postoffice address of operating company: No. 233 S. Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cambria and Clearfield Railroad Company.	La Jose,	Brubaker Junction.	Pennsylvania Railroad Company.	9.45	9.45
Branches,				51.50	51.50
Total mileage,				60.95	60.95

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies. Rental, net earnings. This arrangement went into effect September 24, 1888, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,864,155 84	Capital stock,	$750,000 00
Cash and current assets,	50,616 12	Funded debt,	608,000 00
		Current liabilities,	521,597 51
		Profit and loss,	35,174 45
Total,	$1,914,771 96	Total,	$1,914,771 96

IMPORTANT CHANGES DURING THE YEAR,

Consolidation with the Cresson Railroad Company August 6, 1891.

New stock issued,	$150,000 00
New bonds issued,	408,000 00

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	18	18
Trestles:		
Number,	3	3
Aggregate length, feet,	340	340
Telegraph:		
Miles of line owned by this company,	54.77	54.77
Miles of wire owned by this company,	66.77	66.77
Miles of line operated by Pennsylvania Railroad Company, lessee,	54.77	54.77
Miles of wire operated by Pennsylvania Railroad Company, lessee,	66.77	66.77

Gauge of track, 4 ft. 9 in.

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: April 5, 1853.

By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien,	Philadelphia,	First Monday in November, 1892.
Charles Stewart,	Philadelphia,	do. do.
D. Jones,	Philadelphia,	do. do.
John Thomas,	Hokendauqua, Pa.,	do. do.
B. G. Clarke,	New York, N. Y.,	do. do.
John Walker, Jr.,	Philadelphia,	do. do.
John T. Knight,	Easton, Pa.,	do. do.
George F. Barnes,	Philadelphia,	do. do.
Samuel Thomas,	Catasauqua, Pa.,	do. do.
W. S. Pilling,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: November 2, 1891.

Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	Philadelphia.
Treasurer,	W. A. Church,	Philadelphia.
Comptroller,	D. Jones,	Philadelphia.
General Manager,	I. A. Sweigard,	Philadelphia.
General Passenger Agent,	C. G. Hancock,	Philadelphia.
General Freight Agent,	B. F. Bail,	Philadelphia.
Division Superintendent,	C. W. Chapman,	Catasauqua, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Catasauqua and Fogelsville, . .	Catasauqua, Pa.. . .	Rittenhouse Gap, Pa., . .	27.30	27.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$576,664 37	Capital stock, ...	$426,900 00
Cost of equipment, ...	135,150 00	Funded debt, ...	175,000 00
Cash and current assets, ...	99,013 79	Current liabilities, ...	29,284 18
		Profit and loss, ...	219,643 98
Total, ...	$810,828 16	Total, ...	$810,828 16

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, ...	4	$2,500 00	. . . . .
Station agents, ...	7	1,572 00	$0 72
Enginemen, ...	3	2,340 00	2 50
Firemen, ...	3	1,778 40	1 90
Conductors, ...	3	1,840 80	1 97
Other trainmen, ...	7	3,525 60	1 61
Machinists, ...	1	936 00	3 00
Carpenters, ...	1	624 00	2 00
Other shopmen, ...	1	530 40	1 70
Section foremen, ...	7	3,416 40	1 56
Other trackmen, ...	16	5,990 40	1 20
Switchmen, flagmen and watchmen, ...	1	374 00	1 20
All other employes and laborers, ...	4	1,648 40	1 32
Total, ...	58	$27,076 80	$1 49
Distribution of above:			
General administration, ...	4	$2,500 00	$2 00
Maintenance of way and structures, ...	23	9,460 80	1 31
Maintenance of equipment, ...	2	1,466 40	2 34
Conducting transportation, ...	29	13,703 60	1 51
Total, ...	58	$27,076 80	$1 49
Employes in Pennsylvania:			
Total number of employes in Pennsylvania, ...	58	$27,076 80	$1 49

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	8	18
Number iron, ...	6	
Number wooden, ...	3	
Number combination, ...	1	
Telegraph:		
Miles of line operated by Phila. Reading and Pottsville Telegraph Co,	15	. . . . .
Miles of wire operated by Phila. Reading and Pottsville Telegraph Co,	15	. . . . .

CHAMBERSBURG AND GETTYSBURG RAILROAD COMPANY.

Date of organization: September 29, 1890.

By what authority incorporated: General railroad act, April 1, 1868, and supplements thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Male,	New York,	January 13, 1893.
C. D. Wood,	New York,	do.
W. B. Parsons,	New York,	do.
J. J. Morehouse,	New York,	do.
J. B. White,	Greenwood, Pa.,	do.
J. P. Ranney,	Graeffenburg, Pa.,	do.
H. L. Greenawalt,	Fayetteville, Pa.,	do.
Milton Crawford,	Fayetteville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1892.

Postoffice address of general office: Graeffenburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. B. Parsons,	New York.
Secretary,	Vacant.	
Treasurer,	Jos. P. Ranney,	Graeffenburg, Pa.
General Manager,	J. J. Morehouse,	New York.
General Passenger Agent, General Ticket Agent, General Freight Agent,	Jos. P. Ranney,	Graeffenburg, Pa.
General Superintendent,	J. S. Armstrong,	Graeffenburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chambersburg and Gettysburg Railroad Company.	Conococheague Junction,	Wolf Hill.	10	10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$200,000 00	Capital stock,	$200,000 00
Cost of equipment,	4,240 00	Current liabilities,	5,089 72
Cash and current assets,	864 73	Profit and loss,	15 01
Total,	$205,104 73	Total,	$205,104 73

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.

United States Mail.

EMPLOYES AND SALARIES.*

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$2,300 00	
Station agents,	1	36 00	$0 25
Enginemen,	1	782 50	2 50
Firemen,	1	420 00	1 35
Conductors,	1	626 00	2 00
Section foremen,	1	480 00	1 53
Switchmen, flagmen and watchman,	1	365 00	1 00
All other employes and laborers,	10	3,130 00	1 00
Total,	20	$8,139 50	$9 63
Distribution of above:			
General administration,	....	$2,300 00	.....
Maintenance of way and structures,	....	3,610 00	.....
Conducting transportation,	....	2,229 50	.....
Total,	....	$8,139 50	$9 63

CHARACTERISTICS OF ROAD.

Bridges:

Number stone, iron, wooden and combination, ... 15

Gauge of track, ... Penna. standard.

CATAWISSA RAILROAD COMPANY.

Date of organization: March 21, 1860.

By what authority incorporated: Incorporated as Little Schuylkill and Susquehanna Railroad Company by act of assembly March 30, 1831; name changed to Catawissa, Williamsport and Erie Railroad Company, by act of assembly, March 20, 1849; re-organized by foreclosure of first mortgage, by act of assembly, March 21, 1860, as Catawissa Railroad Company.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Emmor Weaver,	Philadelphia,	May, 1893,
George C. Carson,	do.	do.
Edward S. Buckley,	do.	do.
R. Dale Benson,	do.	do.
John S. Graham,	do.	do.
Francis K. Shipper,	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

*Operated only since November, 1891; figures denote what would be the yearly total.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. P. Hutchinson,	Philadelphia.
Secretary,	R. M. Elliott.	do.
Treasurer,	M. P. Hutchinson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Catawissa Railroad, including sidings and laterals.	Tamanend,	Williamsport,	Philadelphia and Reading Railroad Company.	145.02	145.02

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for 999 years, at thirty per cent. of the gross receipts, the minimum sum to be not less than $226,000.00 and maintainance of organization.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$6.700 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Assumed by lessees.

CHARTIERS RAILWAY COMPANY.

Date of organization: January 2, 1867.
By what authority incorporated: Act of April 8, 1861.
Operated by the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 2, 1893.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
J. T. Brooks,	Salem, Ohio,	do.

Date of last meeting of stockholders for election of directors: May 3, 1892.
Postoffice address of general office: No. 233 South Fourth street, Philadelphia.
Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	G. B. Roberts,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Chartiers railway,	Mansfield, Pa.,	Washington, Pa.	Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.	22.76	22.76

Lease to the Pittsburg, Cincinnati and St. Louis Railway Company, dated December 8, 1871, for ninety-nine years from January 1, 1872. Lessee to maintain and operate the road and pay net earnings to lessor.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Waynesburg and Washington Railroad Company.	$98,900 00	7 per cent.	*$13,846 00

STOCKS OWNED.

Waynesburg and Washington Railroad Company (total par value),	$74,150 00
Chartiers Connecting Railway Company (total par value),	21,600 00
Total,	$95,750 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,121,762 17	Capital stock,	$645,300 00
Bonds of other companies owned,	98,133 00	Funded debt,	500,000 00
Stocks of other companies owned,	2,251 00	Current liabilities,	5,618 25
Cash and current assets,	126,140 06	Profit and loss,	202,626 90
Other assets:			
Sundries (Tunnel No. 13),	5,258 92		
Total,	$1,353,545 15	Total,	$1,353,545 15

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

*Arrears.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	27	27
Number wooden,	1	1
Tunnels:		
Number,	2	2
Maximum length (feet),	515	515
Minimum length (feet),	286	286
Aggregate length of all tunnels (feet),	801	801
Telegraph:		
Miles of pole-line owned jointly by this company and Western Union Telegraph Company,	22.80	22.80
Miles of wire operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company and Western Union Telegraph Company jointly,	22.80	22.80
Gauge of track,		4 ft. 9 in.

CHARTIERS RAILWAY COMPANY — PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY, LESSEE.

See report of Pittsburg, Cincinnati, Chicago and St. Louis Railway Company for organization of lessee company.

See report of Chartiers Railway Company for organization of lessor company.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Chartiers railway,	Mansfield, Pa.,	Washington, Pa.,	22.76	22.76
Chartiers Connecting railway in Washington, Pa.	Terminus of Chartiers railway,	Terminus of W. & W. R. R.	.72	.72
Total mileage operated,			23.48	23.48

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies—Rental is received under contract for use of tracks.

Telegraph companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges.

Other contracts—The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$791 16	
General office clerks	2	1,175 40	$1 87
Station agents	13	8,022 69	1 80
Other station men	8	4,685 90	1 64
Enginemen	8	10,362 75	3 99
Firemen	8	5,186 25	2 00
Conductors	8	8,347 00	3 22
Other trainmen	27	17,539 90	2 06
Machinists	1	804 35	2 20
Carpenters	2	1,399 50	2 25
Section foremen	5	2,700 00	1 95
Other trackmen	42	15,971 53	1 22
Switchmen, flagmen and watchmen	14	5,945 67	1 17
Telegraph operators and dispatchers	7	4,265 90	1 83
All other employes and laborers	11	6,407 70	1 25
Total	158	$93,605 70	$1 85
Distribution of above:			
General administration	4	$1,966 56	$1 57
Maintenance of way and structures	47	18,671 53	1 29
Maintenance of equipment	3	2,203 85	2 23
Conducting transportation	104	70,763 76	2 05
Total	158	$93,605 70	$1 85
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	158	$93,605 70	$1 85

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	3	3
Number iron	27	27
Number wooden	1	1
Tunnels:		
Number	2	2
Maximum length	515	515
Minimum length	286	286
Aggregate length of all tunnels	801	801
Telegraph:		
Miles of line operated by this company jointly with Western Union Telegraph Company (Chartiers Railway Company owner)	22.8	22.8
Miles of wire operated by this company jointly with Western Union Telegraph Company (Chartiers Railway Company owner)	22.8	22.8
Miles of line operated by Western Union Telegraph Company jointly with this company	22.8	22.8
Miles of wire operated by Western Union Telegraph Company jointly with this company	263.2	263.2
Gauge of track		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

CHESTER CREEK RAILROAD COMPANY.

Date of organization: Chartered April 16, 1866.

By what authority incorporated: Special acts, April 16, 1866, April 17, 1867.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent for the Philadelphia and Baltimore Central Railroad Company, lessee.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eben F. Barker,	Philadelphia, 208 South Fourth street,	January 9, 1893.
J. N. DuBarry,	Philadelphia, 233 South Fourth street,	do.
Richard Peters,	Thurlow, Pa.,	do.
George K. Crozer,	Upland, Pa.,	do.
Henry D. Welsh,	Chestnut Hill, Pa.,	do.
George Wood,	Philadelphia, 626 Chestnut street,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Eben F. Barker.	Philadelphia, 208 South Fourth street.
Secretary,	William Ward,	Chester, Pa.
Treasurer,	Robert W. Smith,	Philadelphia, 223 South Fourth street.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chester Creek Railroad,	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	6.69	6.69

The Chester Creek railroad is leased for a term of 999 years to the Philadelphia and Baltimore Central Railroad Company, at an annual rental equal to six per cent. upon $185,000 of the capital stock, and $185,000 of the bonds of Chester Creek Railroad Company; lessee to pay all taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$457,100 00	Capital stock,	$272,100 00
Cash and current assets,	11,163 00	Funded debt,	185,000 00
		Current liabilities,	11,163 00
Total,	$468,263 00	Total,	$468,263 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number of iron,	6	6
Number of wooden,	3	3
Trestles :		
Number,	1	1
Aggregate length (feet),	140	140
Telegraph :		
Miles of line operated by P., W. & B. R. R. Co.,	6.69	6.69
Miles of wire operated by P., W. & B. R. R. Co.,	6.69	6.69

Gauge of track, ... 4 ft. 9 in.

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization : October 9, 1871.
By what authority incorporated : State of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. de B. Keim,	Philadelphia.	Second Monday in January, 1892.
A. J. Antelo,	Philadelphia,	do. do.
H. C. Gibson (deceased).	Philadelphia,	do. do.
Thos Dolan,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.
Geo. F. Baer,	Reading, Pa.,	do. do.

Date of last meeting of stockholders for election of directors : January 12, 1892.
Postoffice address of general office : Philadelphia.
Postoffice address of operating company : Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chester and Delaware River Railroad Company.	Eddystone, ...	Marcus Hook. . . .	5.70	5.70

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$310,117 53	Capital stock, ...	$40.000 00
Profit and loss.	7,668 03	Funded debt, ...	22,300 00
		Current liabilities.	255,485 56
Total.	$317,785 56	Total, ...	$317.785 56

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, ...	3	. . . . .	. . . . .
Station agents, ...	2	$1,200 00	$1 92
Other station men, ...	4	1,620 00	1 30
Enginemen.	3	3,240 00	3 46
Firemen, ...	3	2,050 00	2 19
Conductors, ...	3	2,650 00	2 83
Other trainmen, ...	6	3,600 00	1 92
Section foremen, ...	2	1,035 84	1 66
Other trackmen, ...	4	1,560 00	1 25
Switchmen, flagmen and watchmen, ...	3	957 12	1 02
Telegraph operators and dispatchers, ...	1	480 00	1 54
All other employes and laborers, ...	2	840 00	1 34
Total, ...	36	$19,232 96	$1 71
Distribution of above:			
General administration, ...	3	. . . . .	. . . . .
Maintenance of way and structures, ...	8	$3,435 84	$1 38
Conducting transportation, ...	25	15,797 12	2 03
Total.	36	$19,232 96	$1 71

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	1	1
Number wooden, ...	3	3
Trestles:		
Number, ...	3	3
Aggregate length (feet), ...	284	284
Gauge of track, ...		4 ft. 8½ in.

CHESTNUT HILL RAILROAD COMPANY.

Date of organization : Charter approved April 10, 1848.
By what authority incorporated : State of Pennsylvania (special act.)
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. W. Colket,	202 Walnut Place, Philadelphia.	Second Monday in January, 1893.
C. Stuart Patterson,	600 Girard building. Philadelphia,	do. do.
E. H. Weil,	S. W. cor. Fourth and Chestnut sts., Phila.,	do. do.
W. S. Wilson,	132 South Third street. Philadelphia,	do. do.
Lewis Elkin,	1119 Walnut street, Philadelphia,	do. do.
C. Howard Colket,	1334 Walnut street, Philadelphia,	do. do.
J. Sergeant Price,	709 Walnut street, Philadelphia,	do. do.
Eli Kirk Price,	709 Walnut street. Philadelphia,	do. do.
Samuel Y. Heebner,	Summit avenue, Chestnut Hill, Phila.,	do. do.
Charles C. Slifer,	Flourtown, Montgomery county, Pa.,	do. do.
Charles Schaffer,	1309 Arch street, Philadelphia,	do. do.
Thomas McKean,	153 Dock street, Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in January 1892.

Postoffice address of general office : 132 South Third street, Philadelphia.

Postoffice address of operating company . 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. W. Colket.	202 Walnut Place, Philadelphia.
Secretary, Treasurer.	Wm. W. Stephens,	132 South Third street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chestnut Hill railroad,	Germantown,	Chestnut Hill,	Philadelphia and Reading Railroad Company.	4	4

The Chestnut Hill railroad was leased to the Philadelphia and Reading Railroad Company on December 2, 1870, for a term of 999 years at an annual rental of $14,478, being 12 per cent. on 2,413 shares, at a par value of $50 per share, together with an annual payment of $2,000 for the purpose of maintaining the corporate organization of the company. All questions not answered in this report should be returned by the lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Lands owned (old accounts)	$15,505 98	Capital stock	$120,650 00
Road owned (old accounts)	105,144 02	Current liabilities	499 50
Cash and current assets	499 50		
Total	$121,149 50	Total	$121,149 50

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	2	$2,000 00

CHARACTERISTICS OF ROAD.

Gauge of track . . . . . 4 ft. 8½ in.

CLARION RIVER RAILWAY COMPANY.

Date of organization: December 17, 1889.
By what authority incorporated: General railroad law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. H. Hyde	Ridgway, Pa.	Second Monday in January, 1893.	
J. K. Gardner	Ridgway, Pa.	do.	do.
W. H. Osterhout	Ridgway, Pa.	do.	do.
J. K. P. Hall	Ridgway, Pa.	do.	do.
Andrew Kaul	St. Marys, Pa.	do.	do.
H. A. Hall	St. Marys, Pa.	do.	do.
Wilson Kistler	Lock Haven, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Ridgway Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. H. Hyde	Ridgway, Pa.
Vice President	J. K. Gardner	Ridgway, Pa.
Secretary, Treasurer	J. K. P. Hall	Ridgway, Pa.
Chief Engineer	B. E. Wellendorf	Ridgway, Pa.
General Solicitor, Attorney or Counsel, General Manager	H. A. Hall	St. Marys, Pa.
General Superintendent	B. E. Wellendorf	Ridgway, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Clarion River Railway Company.	Carman Station, Elk co., Pa., on B. R. & P. R'y and Ridgway and Clearfield railroad,	Hallton, Elk co., Pa., near mouth of Spring creek.	.12	.12

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$104,427 78	Capital stock,	$91,100 00
Cost of equipment,	8,520 05	Current liabilities.	17,330 51
		Profit and loss,	4,517 32
Total,	$112,947 83	Total,	$112,947 83

IMPORTANT CHANGES DURING THE YEAR.

We have put in operation 5 miles of road from Arroyo to Hallton.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, superintendent,	1	$1,200 00	
Enginemen,	1	780 00	$2 50
Firemen,	1	546 00	1 75
Conductors,	1	600 00	1 92
Other trainmen,	2	889 20	1 42
Section foremen,	1	546 00	1 75
Other trackmen,	8	3,040 00	1 25
Total,	15	$7,601 20	
Distribution of above:			
Maintenance of way and structures,		$4,786 00	
Conducting transportation,		2,815 20	
Total,	15	$7,601 20	
Employes in Pennsylvania:			
Total number of employes in Pensylvania,	15		

CHARACTERISTIC OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	4	4
Aggregate length (feet),	800	800

Gauge of track, ... Standard.

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

Date of organization: March 14, 1836.

By what authority incorporated: Reference made to acts constituting the charter furnished in pamphlet form with former reports; too long to copy here.

Operated by the Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. B. Roberts,	Philadelphia,	January, 1893.
Chas. Lanier,	New York, N. Y.,	do.
J. S. Kennedy,	New York, N. Y.,	do.
Wm. C. Egleston,	New York, N. Y.,	do.
E. A. Ferguson,	Cincinnati, O.,	do.
J. V. Painter,	Cleveland, O.,	do.
E. R. Perkins,	Cleveland, O.,	do.
H. C. Ranney,	Cleveland, O.,	do.
R. F. Smith,	Cleveland, O.,	do.
M. A. Hanna,	Cleveland, O.,	do.
J. T. Brooks,	Salem, O.,	do.
H. Darlington,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: January 6, 1892.

Postoffice address of general office: Cleveland, Ohio.

Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. F. Smith,	Cleveland, Ohio.
Vice President,	J. V. Painter,	do.
Secretary, Treasurer,	G. A. Ingersoll,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cleveland and Pittsburg,	Cleveland, Bayard, Rochester,	Yellow Creek, New Philadelphia Bellaire,	Pennsylvania Company.	198.34	15.00

Reference made to lease furnished in pamphlet form with former report; in substance the lessee company assumed all obligations of the lessor company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$14,556,939 32	Capital stock,	$11,247,314 36
Cost of equipment,	3,667,806 74	Funded debt,	7,274,409 62
Cash and current assets,	227,481 02	Current liabilities,	212,823 80
Other assets:		Accrued interest on funded debt not yet payable,	19,401 67
Sinking fund, $1,763,291 80		Lessee betterments,	62,464 53
Sundries, 565,040 38		Profit and loss, $1,983,546 95	
	2,328,332 18	Less accrued interest, 19,401 67	
			1,964,145 28
Total,	$20,780,559 26	Total,	$20,780,559 26

IMPORTANT CHANGES DURING THE YEAR.

$3,000,000 00 general mortgage bonds, issued.
1,078,500 00 fourth mortgage bonds, retired.
434 01 fourth mortgage scrip, retired.
132,500 00 consols and sinking fund mortgage bonds, retired.
500 00 second mortgage bonds, retired.
5,000 00 third mortgage bonds, retired.
1,010,000 00 construction and equipment bonds, retired.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$8,000 00
New York transfer agent,	1	1,000 00
New York stock registrar,	1	1,000 00
Total,	5	$10,000 00

CLEVELAND AND PITTSBURG—PENNSYLVANIA COMPANY OPERATING.

See report of Pennsylvania Company operating.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Cleveland and Pittsburg railroad.	Rochester, Pa.,	Cleveland, O.,	123.80	14.93
River division,	Yellow Creek, O.,	Bellaire, O.,	43.44	.....
Tuscarora branch,	Bayard, O.,	New Philadelphia, O.	31.10	.....
Pittsburg, Ft. Wayne and Chicago railway.	Rochester, Pa.,	Pittsburg, Pa.*	25.64	25.64
Total mileage operated,	.....	.....	223.98	40.57

* Used jointly under trackage rights.

6-11-92.

CONTRACTS, AGREEMENTS, ETC.

Express.—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic, and seventy per cent. of gross receipts from oyster traffic.

Mails.—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor or Dining Car Companies.—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or berth according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines.—The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which the line operates, in proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies.—This company receives and pays rental for use of its tracks, etc., under contract with other companies.

Telegraph Companies.—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other Contracts.—The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	13	$33,102 31	. . . . .
General office clerks,	96	80,248 43	$2 67
Station agents,	71	40,308 82	1 88
Other station men,	183	104,276 75	1 69
Enginemen,	103	118,887 17	3 56
Firemen,	107	67,916 77	2 03
Conductors,	91	94,839 93	3 35
Other trainmen,	295	185,631 62	2 06
Machinists,	60	46,845 89	2 51
Carpenters,	176	106,482 07	1 96
Other shopmen,	211	105,552 40	1 51
Section foremen,	52	28 946 10	1 77
Other trackmen,	430	158,049 70	1 17
Switchmen, flagmen and watchmen,	79	42,270 26	1 45
Telegraph operators and dispatches,	98	55,026 05	1 99
All other employes and laborers,	133	76,154 07	1 67
Total,	2,198	$1,344,538 34	$1 93
Distribution of above:			
General administration,	109	$113,350 74	$3 32
Maintenance of way and structures,	482	186,995 80	1 24
Maintenance of equipment,	447	258,880 36	1 81
Conducting transportation,	1,160	785,311 44	2 12
Total,	2,198	$1,344,538 34	$1 93
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	87	$62,714 03	$2 25

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	39	4
Number iron,	78	6
Number wooden,	17	. . . . .
Trestles:		
Number,	1	. . . . .
Aggregate length,	27	. . . . .
Tunnels:		
Number,	1	. . . . .
Maximum length(feet),	994½	. . . . .
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	191.4	15
Miles of wire operated by this company,	521.7	45
Miles of line operated by Western Union Telegraph Company,	7.9	. . . . .
Miles of line operated by Western Union Telegraph Company, jointly with this company,	191.4	15
Miles of wire operated by Western Union Telegraph Company,	720.	60

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line; Green Line (for oil traffic).

COLEBROOKEDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Act of March 23, 1865.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. McLeod,	Philadelphia,	Third Monday in January, 1893.
D. B. Boyer,	Boyertown, Pa.	do.
James Boyd,	Norristown, Pa.,	do.
Samuel R. Shipley,	Philadelphia,	do.
A. J. Antelo,	Philadelphia,	do.
Geo. de B. Keim,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 18, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. L. Bailey,	Pine Iron Works, Pa.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welch,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Colebrookdale railroad.	Pittston,	Barto, Pa.	Philadelphia and Reading railroad.	12.80	12.80

Leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for twenty years from January 1, 1870.

Lessee pays all expenses of operating, and to this company as rental a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$672,341 93	Capital stock,	$297,215 00
Cash and current assets,	61 49	Funded debt,	600,000 00
Profit and loss,	540,537 25	Current liabilities,	312,725 67
		Accrued interest on funded debt not yet payable,	3,000 00
Total,	$1,212,940 67	Total,	$1,212,940 67

EMPLOYES AND SALARIES.

CLASS.	Number	Total yearly compensation.	Total daily compensation.
General officers,	3	$240 00	$0 26
Distribution of above: General administration,	3	$240 00	$0 26
Employes in Pennsylvania: Total number of employes in Pennsylvania,	3	$240 00	$0 26

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden.	11	11
Trestles:		
Number,	10	10
Aggregate length (feet),	1,781	1,781
Gauge of track,		4 ft. 8½ in.

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Date of organization: July 17, 1890.

By what authority incorporated: Washington and Maryland Line Railroad Company, organized May 19, 1857, under the authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 12, 1856.

Name changed to Columbia and Maryland Line Railroad Company, under authority of a supplement to the above act, approved March 29, 1860; and of a further supplement to said act approved April 1, 1863.

Name again changed to Columbia and Port Deposit Railroad Company, under authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1864.

Columbia and Port Deposit Railroad Company (of State of Maryland), incorporated by act of General Assembly of the State of Maryland, February 20, 1858, chapter 103.

Supplementary act of General Assembly of State of Maryland enacted at January session, 1864, chapter 31.

Consolidation of the railroads in Pennsylvania and Maryland, effected June 1, 1864, under the name of Columbia and Port Deposit Railroad Company, by authority of act of General Assembly of Commonwealth of Pennsylvania, April 4, 1864, and act of General Assembly of State of Maryland, February 20, 1858, chapter 103.

Columbia and Port Deposit railroad sold under foreclosure of mortgage March 4, 1890, and purchased by George Kugler, who organized two companies, as follows:

May 21, 1890, the Columbia and Port Deposit Railway Company, for the portion of the road in the State of Pennsylvania, under authority of the acts of the General Assembly of the Commonwealth of Pennsylvania, approved May 25, 1878, and May 31, 1887.

May 23, 1890, the Port Deposit Railroad Company, for the portion of the road in the State of Maryland, under the provisions of the code of public general laws of the State of Maryland.

The two railroad companies aforesaid, namely, the Columbia and Port Deposit Railway Company of Pennsylvania, and the Port Deposit Railroad Company of Maryland, were consolidated May 29, 1890, under the name, style and title of the Columbia and Port Deposit Railway Company, under the laws of the Commonwealth of Pennsylvania and the State of Maryland.

The agreement of consolidation and merger being filed in the office of the Secretary of State of Maryland June 21, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania July 17, 1890.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 1, 1893.
John P. Green,	Philadelphia,	do.
Jacob Tome,	Port Deposit, Md.,	do.
Henry D. Welsh,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: No. 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Columbia and Port Deposit railway.	Columbia,	Port Deposit,	Pennsylvania Railroad Company.	39.83	28.97
Philadelphia, Wilmington and Baltimore railroad.	Port Deposit,	Perryville,	Pennsylvania Railroad Company.	3.70	.....
Total mileage,	.....	.....	.....	43.53	28.97

Agreement dated July 1, 1890.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

Lease from the Philadelphia, Wilmington and Baltimore Railroad Company, dated July 23, 1890, of the railroad now constructed and in use, extending from its point of connection with the Columbia and Port Deposit railway at Port Deposit, to its connection with the main line of the Philadelphia, Wilmington and Baltimore railroad, in the borough of Perryville, Maryland. To have and to hold the said road with its

appurtenances unto this company, with full power to use, manage, and operate the same, for the term of one year from and after July 1, 1890, and from year to year thereafter, with the understanding that either party may annul this lease on giving six months' notice to the other in writing of their desire to do so. This company to pay all taxes that may be assessed by law, all operating expenses, and all claims and liabilities arising out of the operations during the continuance of this lease, together with an annual rental of $13,000 to the Philadelphia, Wilmington and Baltimore Railroad Company, to be included in operating expenses.

Trackage contract with the Philadelphia and Baltimore Central Railroad Company, allowing that company the use of the railroad tracks owned by the Columbia and Port Deposit Railway Company, from Octorara Junction to Port Deposit, a distance of about four miles, and the tracks from Port Deposit to Perryville, leased from the Philadelphia, Wilmington and Baltimore Railroad Company, three and seven-tenths miles, for the term of one year from July 1, 1890, and from year to year thereafter, at the option of either party, upon six months' notice in writing by either party of its desire to terminate the same, at a rental of $4,000 per annum, which is to be included in gross earnings.

The portion of railroad from Octorara Junction to Perryville is operated jointly by the Philadelphia and Baltimore Central Railroad Company and the Pennsylvania Railroad Company, agent of the Columbia and Port Deposit Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,406,786 78	Capital stock,	$600,000 00
Cash and current assets,	216,284 06	Funded debt,	1,800,000 00
		Current liabilities,	5,029 73
		Profit and loss,	218,041 11
Total,	$2,623,070 84	Total,	$2,623,070 84

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	15	14
Number iron,	6	3
Number wooden,	7	5
Telegraph:		
Miles of line owned by this company,	39.83	28.97
Miles of wire owned by this company,	79.66	57.94
Miles of line operated by Pennsylvania Railroad Company,	44.53	28.97
Miles of wire operated by Pennsylvania Railroad Company,	89.06	57.94

Gauge of track, ... 4 ft. 9 in.

CONNECTING RAILWAY COMPANY.

Date of organization: April 4, 1863.

By what authority incorporated: Act of April 4, 1863, May 7, 1864, March 14, 1865, April 6, 1867, March 26, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	June 6, 1893.
G. B. Roberts,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 7, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Connecting Railway,	Frankford Junction,	Mantua,	Pennsylvania Railroad Company.	6.75	6.75

Lease to the Philadelphia and Trenton Railroad Company (which is leased to the Pennsylvania Railroad Company), dated January 1, 1868, for 999 years from February 18, 1863. Rental is equivalent to six per cent. dividend per annum on capital stock, six per cent. interest on outstanding bonds and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,327,690 36	Capital stock,	$1,278,300 00
Cash and current assets,	3,657 45	Funded debt,	991,000 00
		Current liabilities,	1,062,047 81
Total,	$3,331,347 81	Total,	$3,331,347 81

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	7	7
Number iron,	12	12
Telegraph:		
Miles of line owned by this company,	6.75	6.75
Miles of wire owned by this company,	77.86	77.86
Miles of line operated by Pennsylvania Railroad Company, lessee,	12.75	12.75
Miles of wire operated by Pennsylvania Railroad Company, lessee,	77.86	77.86
Gauge of track,		4ft. 9 in.

CORNING, COWANESQUE AND ANTRIM RAILWAY COMPANY.

Formed by consolidation of Blossburg and Corning Railroad Company (reorganized March 19, 1854, under the general railroad laws of New York) with the Wellsboro and Lawrenceville Railroad Company.

Operated by the Fall Brook Coal Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George J. Magee,	Watkins, N. Y.,	November 14. 1890.
Daniel Beach,	Watkins, N. Y.,	do.
John Lang,	Watkins, N. Y.,	do.
Daniel C. Howell,	Bath, N. Y.,	do.
Henry Sherwood,	Wellsboro, Pa.,	do.
John Magee,	Watkins, N. Y.,	do.
Duncan S. Ellsworth,	Watkins, N. Y.,	do.

Date of last meeting of stockholders for election of directors: November 14, 1888.

Postoffice address of general office: Watkins, N. Y.

Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George J. Magee,	Corning, N. Y.
Vice President,	Daniel Beach,	do.
Secretary,	L. B. Robinson,	do.
Treasurer,	Daniel Beach,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From--	To—			
Corning, Cowanesque and Antrim Railroad Company.	Corning, N.Y.	Antrim, Pa.,	Fall Brook Coal Company,	53	38
Cowanesque Valley branch,	Lawrenceville, Pa.,	Mills, Pa.,	Fall Brook Coal Company,	33.30	33.30

Contract dated February 13, 1873, subject to termination at any time by the act of both parties, for the possession and operation of the road. Rental, $150,000 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,621,261 05	Capital stock,	$5,000,000 00
Cost of equipment,	2,062,692 28	Funded debt,	890,000 00
Other permanent investments,	177,564 82	Open accounts,	1,067 89
Bills receivable,	890,000 00	Profit and loss,	12,679 76
Materials and supplies,	152,229 50		
Total,	$5,903,747 65	Total,	$5,903,747 65

IMPORTANT CHANGES DURING THE YEAR.

600,000 shares ($3,000,000) common stock issued, with avails of which were purchased equipment, car shops, materials and supplies, etc.

CORNING, COWANESQUE AND ANTRIM RAILWAY—FALL BROOK COAL COMPANY LESSEE AND OPERATOR.

Date of organization: May 12, 1859.

By what authority incorporated: Special act, pamphlet laws State of Pennsylvania year 1859, page 745. Supplement, pamphlet laws State of Pennsylvania, year 1865 page 910. Supplement, pamphlet laws State of Pennsylvania, year 1870, page 185.

OFFICERS OF THE FALL BROOK COAL COMPANY—RAILWAY DEPARTMENT.

TITLE.	NAME.	ADDRESS.
President,	George J. Magee.	Corning, N. Y.
First Vice President and Treasurer.	John Lang,	do.
Second Vice President and Counsel,	Daniel Beach.	do.
Assistant Treasurer,	John H. Lang,	do.
Secretary,		
Chief Engineer,	S. T. Hayt, Jr.,	do.
Auditor	William Nicholson,	do.
Traffic Manager,	E. F. Kershner,	do.
Passenger Agent,	W. H. Northrop,	do.
Ticket Agent.		
Local Freight Agent,	John D. Lawton,	do.
General Superintendent,	George R. Brown,	do.
Assistant Superintendent,	Robert H. Canfield,	do.
Car Accountant,	J. B. Terbell,	do.
General Baggage Agent,	John Wallace,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Fall Brook branch,	Blossburg, Pa..	Fall Brook, Pa.,	7.20	7.20
Corning, Cowanesque and Antrim railway,	Corning, N. Y.,	Antrim, Pa..	53	38
Cowanesque Valley branch,	Lawrenceville, Pa..	Mills, Pa.,	33.30	33.30
Total mileage operated,			93.50	78.50

CONTRACTS, AGREEMENTS, ETC.

American Express Company pay first-class rates on all merchandise, etc., and mileage proportion on all packages. Cars furnished by railroad and kept in repairs.

Compensation fixed by United States Government, $3,886.13 per annum on main line; compensation fixed by United States Government, $2,451.49 per annum on Cowanesque Valley branch; compensation fixed by United States Government, $331.31 per annum on Fall Brook branch.

The Blue Line, Red Line, White Line, Midland Line, Nickle Plate Line, Merchants' Dispatch, West Shore and Hoosac Tunnel Line, South West Dispatch Line. Each of the lines furnish their own cars at regular mileage rates.

Contract with Tioga railroad for trackage rights over their line from Lawrenceville, Pa., to Blossburg and Morris Run, Pa.; contract with N. Y. C. & H. R. R. Co., for use of track over Geneva and Lyons railroad, Geneva to Lyons.

Western Union Telegraph Company, for use of line, for one-half of gross receipts.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	11	$14,000 00	
General office clerks,	42	18,219 87	$1 37
Station agents,	22	11,088 00	1 60
Other station men,	33	15,336 94	1 48
Enginemen,	30	34,020 00	3 60
Firemen,	32	19,152 00	1 90
Conductors,	27	18,030 60	2 12
Other trainmen,	66	31,959 94	1 53
Machinists,	38	27,052 20	2 26
Carpenters,	30	18,916 11	2 13
Other shopmen,	12	6,301 10	1 68
Section foremen,	18	9,615 30	1 70
Other trackmen,	140	55,125 00	1 25
Switchmen, flagmen and watchmen,	18	9,639 00	1 70
Telegraph operators and dispatchers,	12	5,500 23	1 45
All other employes and laborers,	11	3,811 50	1 10
Total,	542	$297,767 79	1 74
Distribution of above:			
General administration,	47	$29,615 18	
Maintenance of way and structures,	169	72,952 30	
Maintenance of equipment,	90	42,241 50	
Conducting transportation,	236	152,968 81	
Total,	542	$297,767 79	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	455	$249,997 38	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	70	51
Number wooden,	27	27
Number combination,	2	2
Trestles:		
Number,	31	31
Aggregate length,	1,716	1,716
Telegraph:		
Miles of line operated by this company,	53	
Miles of wire operated by this company,	106	
Miles of telephone line operated by Pennsylvania and New York Telephone and Telegraph Company, on C. V. Branch,	34	34

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Reported by Corning, Cowanesque and Antrim Railway Company.

Name all the companies, commonly called fast freight lines, which operate over the line of this road: The Red Line, Blue Line, White Line, Midland Line, Nickle Plate Line, Merchants' Dispatch, West Shore Hoosac Tunnel Line, South West Dispatch Line.

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.

By what authority incorporated: General railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. C. Freeman,	Cornwall, Pa.,	Second Monday in January, 1893.
E. C. Freeman,	Cornwall, Pa.,	do. do.
R. P. Alden,	Cornwall, Pa.,	do. do.
J. P. Jackson,	Cornwall, Pa.,	do. do.
D. S. Hammond.	Lebanon, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Lebanon, Lebanon county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. C. Freeman,	Cornwall, Pa.
Vice President,	R. P. Alden,	Cornwall, Pa.
Secretary,	J. P. Jackson,	Cornwall, Pa.
Treasurer,	D. S. Hammond,	Lebanon, Pa.
General Solicitor, Attorney, or Counsel,	H. C. Shirk,	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cornwall railroad,	Lebanon, Pa.,	Mt. Hope, Pa.,	12.67	All
Second main track.			3	All
Yards, sidings and spurs,			12.71	All
Total mileage operated,			28.38	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$677,694 45	Capital stock.	$400,000 00
Cost of equipment,	187,402 51	Current liabilities,	34,000 00
Lands owned,	44,419 10	Profit and loss.	522,416 53
Cash and current assets.	46,900 47		
Total,	$956,416 53	Total,	$956,416 53

CONTRACTS, AGREEMENTS, ETC.

United States Express Company.—The Cornwall Railroad Company is paid 20 cents per 100 pounds for local and 10 cents per 100 pounds for through express matter.

Mails are carried by this company between Lebanon and Cornwall for an annual compensation of $271.88, payable quarterly.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$2,250 00	
General office clerks,	1	400 00	$1 33
Station agents and operators,	3	1,260 00	1 13
Enginemen,	3	2,722 96	2 40
Firemen,	3	1,965 96	1 85
Conductors,	3	2,084 76	2 25
Other trainmen,	7	3,928 44	1 91
Machinists,	2	1,185 84	2 15
Carpenters,	2	1,210 50	2 00
Other shopmen,	5	2,046 84	1 30
Section foremen,	4	2,400 00	2 00
Other trackmen,	27	8,672 40	1 30
Switchmen, flagmen and watchmen,	6	2,304 00	1 22
Dispatchers,	2	1,620 00	2 70
All other employes and laborers,	7	3,306 08	1 60
Total,	78	$37,357 78	
Distribution of above:			
General administration,	4	$2,650 00	
Maintenance of ways and structures,	31	11,072 40	
Maintenance of equipment,	11	6,324 78	
Conducting transportation,	32	17,310 60	
Total,	78	$37,357 78	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	78		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	8	8
Number iron,	13	13
Number wooden,	4	4
Telegraph:		
Miles of line owned by this company,	14	14
Miles of wire owned by this company,	14	14

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Lebanon station, property of Philadelphia and Reading Railroad Company.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Laws of Pennsylvania, act of April 4, 1868, and its supplements.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January, 1881; Cornwall and Lebanon Railroad Company, chartered February 28, 1882; Lebanon Belt Railway Company, chartered March 21, 1889.

1. May 24, 1886, by election and unanimous consent of stockholders of Colebrook Valley and Cornwall and Lebanon Railroad Companies.

2. By election and unanimous consent of the stockholders of Cornwall and Lebanon Railroad Company and Lebanon Belt Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Grant Weidman,	Lebanon, Pa.,	January, 1893.
John Meily,	do.	do.
C. Shenk,	do.	do.
J. H. Redsecker,	do.	do.
A. Hess,	do.	do.
Geo. D. Rise,	do.	do.
C. W. Few,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robt. H. Coleman,	Lebanon, Pa.
Secretary,	George D. Rise,	do.
Treasurer,	Allen D. Hoffer,	do.
Chief Engineer,	T. R. Crowell,	do.
General Solicitor, Attorney or Counsel,	Grant Weidman,	do.
General Passenger Agent, / General Freight Agent,	A. D. Smith,	do.
General Superintendent,	Ned Irish,	do.
Superintendent of Telegraph,	E. W. Ash,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,361,265 59	Capital stock,	$800,000 00
Cost of equipment,	192,832 24	Funded debt,	800,000 00
Lands owned,	30,250 00	Profit and loss,	84,499 47
Cash and current assets,	100,101 64		
Total,	$1,684,499 47	Total,	$1,684,499 47

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$8,309 96	
General office clerks	4	2,910 83	$2 49
Station agents	6	3,235 93	1 97
Other station men	19	8,168 62	1 49
Enginemen	8	6,471 82	2 57
Firemen	8	4,179 51	1 78
Conductors	8	5,327 37	2 27
Other trainmen	16	7,461 25	1 73
Machinists	1	2,645 28	2 22
Carpenters	2	978 15	1 66
Other shopmen	22	8,369 47	1 44
Section foremen	7	4,504 52	1 95
Other trackmen	44	14,393 94	1 36
Switchmen, flagmen and watchmen	7	2,368 31	1 02
Telegraph operators and dispatchers	8	2,900 19	1 15
All other employes and laborers	5	704 33	2 65
Total	173	$82,929 48	
Distribution of above:			
General administration	9	$11,220 79	
Maintenance of way and structures	51	17,917 75	
Maintenance of equipment	28	6,427 78	
Conducting transportation	85	47,363 16	
Total	173	$82,929 48	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	173		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	2	2
Number iron	23	23
Number wooden	2	2
Trestles:		
Number	2	2
Aggregate length	308	308
Telegraph:		
Miles of line owned by this company	22	22
Miles of wire owned by this company	38	38
Miles of line operated by this company	22	22
Miles of wire operated by this company	38	38

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Anchor Line.

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization: April 2, 1890.

By what authority incorporated: Organized under the laws of the State of Maryland and Pennsylvania.

If a consolidated company, name the constituent companies: Confluence and State Line Railroad Company, State Line and Oakland Railway Company. Merged April 2, 1890, under the name of Confluence and Oakland Railroad Company.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas M. King	Philadelphia	Second Monday in January, 1893.
John K. Cowen	Baltimore, Md.	do.
E. J. D. Cross	Baltimore, Md.	do.
G. W. Haulenbeek	Baltimore, Md.	do.
J. Bayard Henry	Philadelphia	do.
Joseph N. Crawford	Philadelphia	do.
Edward T. Toland	Philadelphia	do.

Date of last meeting of stockholders for election of directors: Second Monday in April, 1892.

Postoffice address of general office: Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas M. King	Philadelphia.
Secretary	J. B. Washington	Pittsburg, Pa.
Treasurer	W. H. Ijams	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Confluence and Oakland Railroad Company.	Confluence and Oakland Junction, Pa.,	Manor Lands, Pa.	Baltimore and Ohio Railroad Company.	19.70	12.50

The Confluence and Oakland railroad was leased to the Baltimore and Ohio Railroad Company by indenture, dated May 1, 1890, for the term of 999 years from November 1, 1889, for the annual rental of $10,000, payable semi-annually, on the 15th days of April and October.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$231,176 57	Capital stock,	$200,000 00
Profit and loss,	200,541 49	Funded debt,	200,000 00
		Current liabilities,	31,718 06
Total,	$431,718 06	Total,	$431,718 06

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents,	2	$1 00
Enginemen,	1	1 60
Firemen,	1	1 00
Shopmen,	1	1 50
Section foremen,	2	1 33
Other trackmen,	9	1 04
Telegraph operators and dispatchers,	2	1 50
All other employes and laborers,	1	1 00
Total,	19	....
Distribution of above:		
Maintenance of way and structure,	11	....
Maintenance of equipment,	1	....
Conducting transportation,	7	..
Total,	19	....
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	10	

CHARACTERISTICS OF ROAD.

	On whole length of road.
Bridges:	
Number wooden,	6
Trestles:	
Number,	10
Aggregate length (feet),	1,262
Telegraph:	
Miles of line operated by Western Union Telegraph Company,	20
Miles of wire operated by Western Union Telegraph Company,	40
Gauge of track,	4 ft. 8½ in.

COUDERSPORT AND PINE CREEK RAILROAD COMPANY.

Date of organization: December 20, 1889.
By what authority incorporated: Common law.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Olmsted,	Coudersport, Pa.	January 12, 1893.
R. L. Nichols,	Coudersport, Pa.	do.
I. Benson,	Coudersport, Pa.	do.
B. A. McClure,	Coudersport, Pa.	do.
B. D. Hamlin,	Smethport, Pa.	do.
C. S. Carey,	Olean, N. Y.	do.
F. H. Root,	Buffalo, N. Y.	do.
M. E. Olmsted,	Harrisburg, Pa.	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.
Postoffice address of general office: Coudersport, Pa.
Postoffice address of operating company: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James L. Knox,	Coudersport, Pa.
Vice President,	C. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	W. K. Jones,	Coudersport, Pa.
Chief Engineer,	B. A. McClure,	Coudersport, Pa.
General Superintendent,	B. A. McClure,	Coudersport, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Coudersport and Port Allegany Railroad, from Coudersport to Port Allegany. Leased to Coudersport and Port Allegany Railroad Company, ten per cent. guaranteed on capital stock.

COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization: May, 1882.
By what authority incorporated: Common law.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Olmsted,	Coudersport, Pa.,	January 12, 1893.
R. L. Nichols,	Coudersport, Pa.,	do.
Isaac Benson,	Coudersport, Pa.,	do.
M. S. Thompson,	Coudersport, Pa.,	do.
B. D. Hamlin,	Smethport, Pa.,	do.
C. S. Cary,	Olean, N. Y.,	do.
H. C. Blakeslee,	Olean, N. Y.,	do.
F. H. Root,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. L. Knox,	Coudersport, Pa.
Vice President,	C. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	W. K. Jones,	Coudersport, Pa.
Chief Engineer,	B. A. McClure,	Coudersport, Pa.
General Passenger Agent,		
General Freight Agent,		
General Superintendent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Coudersport and Port Allegany,	Coudersport,	Port Allegany,	17	17
Coudersport and Pine Creek,	Coudersport,	Sweden Valley,	5	5
Total mileage operated.			22	22

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		Miles of line.	Miles of line in Pennsylvania.
	From—	To—		
Coudersport and Pine Creek railroad,	Coudersport,	Sweden Valley,	5	5

Coudersport and Pine Creek railroad leased at ten per cent. on capital stock guaranteed.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$202.568 00	Capital stock,	$174,000 00
Cost of eqnipment.	50,900 00	Funded debt,	75,000 00
		Profit and loss.	4,468 00
Total,	$253,468 00	Total.	$253,468 00

CONTRACTS. AGREEMENTS. ETC.

American Express Company, one and a-half first-class freight rates for carrying express.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$2,000 00	. . . . .
Station agents,	6	3,600 00	$1 40
Other station men,	3	460 00	1 00
Enginemen,	2	2,160 00	3 00
Firemen,	2	1,320 00	1 80
Conductors,	2	1,800 00	2 50
Other trainmen,	2	1,280 00	1 50
Machinists,	1	600 00	1 60
Section foremen,	3	1,800 00	1 60
Other trackmen,	12	5,040 00	1 37
Total,	33	$20,080 00	. . . . .
Distribution of above:			
General administration,	1	$2,000 00	. . . . .
Maintenance of way and structures,	15	6,840 00	. . . . .
Maintenance of equipment,	1	600 00	. . . . .
Conducting transportation,	16	10,640 00	. . . . .
Total,	33	$20,080 00	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	33	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden.	3	3
Trestles:		
Number.	2	2
Aggregate length (feet),	210	210
Telegraph:		
Miles of line owned by this company,	17	17
Miles of wire owned by this company,	17	17
Miles of line operated by this company,	22	22

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Road bonded.

CRESCENT CONNECTING RAILROAD COMPANY.

Date of organization : November 23, 1891.

By what authority incorporated : An act to authorize the formation and regulation of railroad corporations : approved April 4, 1868, A. D. and the acts supplementary thereto.

Used as connecting railroad with the Philadelphia and Reading railroad.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
J. Pemberton Ellis,	Philadelphia.	William Lose,	Philadelphia.
Frank Manning,	do.	Joseph D. Ellis,	do.
John I. Green,	do.	Andrew Carson,	do.

Date of last meeting of stockholders for election of directors : November 24, 1891.

Postoffice address of general office : Pittsburg.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President,	A. P. McDowell.	Chief Engineer,	F. M. Van Loom.
Secretary,	J. Pemberton Ellis.	General Solicitor, Attorney or Counsel,	J. McF. Carpenter.
Treasurer,	J. Pemberton Ellis.	Auditor,	C. H. Mitchell.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$13,141 28	Capital stock,	$10,000 00
Cost of equipment,	585 33	Current liabilities,	5,009 60
Cash and current assets,	1,971 48	Profit and loss,	688 49
Total,	$15,698 09	Total,	$15,698 09

CHARACTERISTICS OF ROAD.

Bridges :

Number wooden, ... 1

Gauge of track, ... Standard.

CRESSON AND CLEARFELD COUNTY AND NEW YORK SHORT ROUTE RAILROD COMPANY.

Date of organization: December 19, 1882.
By what authority operated: Under general railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Charles E. Pugh,	Philadelphia.	W. P. Smith,	Hollidaysburg, Pa.
George T. Bliss,	New York.	P. W. Snyder,	Hollidaysburg, Pa.
John P. Levan,	Altoona, Pa.	J. W. Curry,	Altoona, Pa.
O. W. Gardner,	Hollidaysburg, Pa.	Samuel Hegarty,	Coalport, Pa.
Martin Bell, Jr.,	Hollidaysburg, Pa.	Joseph M. Duell,	New York.
James Condron,	Hollidaysburg, Pa.	W. W. Rudisill,	Altoona, Pa.

Postoffice address of general office: Altoona, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. S. Morrow	Hollidaysburg Pa.
Vice President	George T. Bliss	New York,
Secretary, Treasurer, General Manager	H. A. Gardner	Hollidaysburg, Pa.
	W. P. Rathbun	Cresson, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
Main line	Cresson,	Irvona,	27.5
Stevens branch	Condron,	Richland Mines,	1.60
Hegarty branch	Coalport,	Hegarty,	.62
Total mileage operated,			29.72

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,821,944 85	Capital stock,	$1,000,000 00
Cost of equipment,	31,563 07	Funded debt,	750,000 00
Lands owned,	15,200 00		80,000 00
Cash and current assets,	20,075 31	Current liabilities,	14,343 45
		Profit and loss,	44,439 78
Total,	$1,888,783 23	Total,	$1,888,783 23

CONTRACTS, AGREEMENTS, ETC.

Pro rata contract with Adams Express Company.
Mail carried on route, No. 8168, at $42.75 per mile.
Pro rata contract with Pennsylvania Railroad Company.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$2,500 00	
General office clerks,	4	3,060 00	
Station agents,	4	2,280 00	$1 58
Enginemen,	4	3,780 00	2 62
Firemen,	4	1,920 00	1 33
Conductors,	4	3,480 00	2 42
Other trainmen,	11	5,280 00	1 33
Shopmen,	1	624 00	2 00
Section foremen,	5	2,700 00	1 50
Other trackmen,	30	11,250 00	1 25
Telegraph operators and dispatchers,	1	1,080 00	
All other employes and laborers,	2	1,680 00	
Total,	71	$39,634 00	
Distribution of above:			
General administration,	1	$2,500 00	
Maintenance of way and structures,	37	15,630 00	
Maintenance of equipment,	1	624 00	
Conducting transportation,	32	20,880 00	
Total,	71	$39,634 00	
Employes in pennsylvania:			
Total number of employes in Pennsylvania,	71		

CHARACTERISTICS OF ROAD.

Bridges:
- Number iron, . . . 1
- Number wooden, . . . 2
- Number combination, . . . 16

Telegraph:
- Miles of line owned by this company, . . . 27.5
- Miles of wire owned by this company, . . . 27.5
- Miles of line operated by this company. . . . 25
- Miles of wire operated by this company, . . . 25

Gauge of track, . . . 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? From earnings.

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835. Act of incorporation by Legislature of Pennsylvania April 2, 1831.

By what authority incorporated: Laws of Pennsylvania, act April 2, 1831; supplemental acts April 15, 1835, February 18, 1836, February 21, 1836, March 17 and 31, 1836, April 14, 1838, April 14, 1845, April 10 and 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861, and March 22, 1865.

If a consolidated company, name the constituent companies: The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company June 1, 1865, by merger under act of the Pennsylvania Legislature May 16, 1861.

The Franklin Railroad Company was incorporated by act of the Pennsylvania Legislature March 12, 1832; supplemental acts June 13, 1836, April 1, 1852, January 28 and March 17, 1853, April 9, 1856, May 12, 1857, and February 2, 1859. Also by acts of the Maryland Legislature January 16, 1837; supplemental acts May 12, 1853, March 6, 1856, May 12, 1857, and April 4, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy	Chambersburg, Pa.	October 3, 1892.
John Stewart	Chambersburg, Pa.	do.
Wistar Morris	Philadelphia	do.
George B. Roberts	Philadelphia	do.
J. N. DuBarry	Philadelphia	do.
John P. Green	Philadelphia	do.
H. H. Houston	Philadelphia	do.
A. J. Cassatt	Haverford, Pa.	do.
W. W. Jennings	Harrisburg, Pa.	do.
J. Herman Bosler	Carlisle, Pa.	do.
Edward P. Watts	Carlisle, Pa.	do.

Date of last meeting of stockholders for election of directors: October 5, 1891.

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas B. Kennedy	Chambersburg, Pa.
Vice President	John Stewart	Chambersburg, Pa.
Secretary, Treasurer	W. M. Biddle	Chambersburg, Pa.
Chief Engineer	C. Ives	Chambersburg, Pa.
Auditor	W. L. Ritchey	Chambersburg, Pa.
General Passenger Agent	H. A. Riddle	Chambersburg, Pa.
General Freight Agent	A. L. Langdon	Harrisburg, Pa.
General Superintendent	J. F. Boyd	Chambersburg, Pa.
General Baggage Agent	H. A. Riddle	Chambersburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Cumberland Valley railroad,	Harrisburg,	West Virginia State Line,	82.18	68.20
Dillsburg and Mechanicsburg,	Junction with C. V. R. R.	Dillsburg,	7.70	7.70
South Pennsylvania Railway and Mining Company,	Junction with C. V. R. R.	Mercersburg,	13.60	13.60
South Pennsylvania Railway and Mining Company,	Mercersburg Junction,	Richmond,	7.80	7.80
Cumberland Valley and Martinsburg railroad.	West Virginia State Line.	Winchester,	33.65	....
Total mileage operated,			144.93	97.30

BONDS OWNED.

NAME.	Total amount held.	Rate.
Southern Pennsylvania Iron and Railroad Company, 525,	$525,000 00	7 per cent.
Southern Pennsylvania Iron and Railroad Company, 168.	16,800 00	7 per cent.
Dillsburg and Mechanicsburg Railroad Company, 100,	100,000 00	6 per cent.
Mont Alto Railroad Company, 105,	105,000 00	7 per cent.
Gettysburg and Harrisburg Railroad Company, 12,	12,000 00	6 per cent.
Gettysburg and Harrisburg Railroad Company, 12,	6.000 00	6 per cent.

STOCKS OWNED.

South Pennsylvania Railway and Mining Company (total par value),	$400,000 00
Carlisle Manufacturing Company (total par value),	6,250 00
Dillsburg and Mechanicsburg Railroad Company (total par value),	45,700 00
Mont Alto Railroad Company (total par value),	56,675 00
Cumberland Valley and Martinsburg Railroad Company (total par value),	440,900 00
Total,	$949,525 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,066,020 74	Capital stock,	$1,777,850 00
Bonds of other companies owned,	272,300 00	Funded debt,	270,000 00
Stocks of other companies owned,	294,434 33	Current liabilities,	128,416 67
Cash and current assets,	307,518 36	Profit and loss,	771,121 87
Other assets:			
Sinking fund,	7,615 11		
Total,	$2,947,888 54	Total,	$2,947,888 54

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.—Railroad company furnishes motive power and cars for which the express company pays forty per cent. of its receipts.

United States Government.—For the transportation of mails, no change in the contract reported last year.

Connecting railroads for the mutual interchange of traffic, settlement for which is made monthly, upon basis of distance carried by each.

Western Union Telegraph Company.—At several points through which the telegraph line passes, the railroad company furnishes offices and receives one-half the receipts.

The railroad of the Southern Pennsylvania Railway and Mining Company, the Dillsburg and Mechanicsburg railroad, and the Cumberland Valley and Martinsburg railroad, branch lines of the Cumberland Valley railroad, are leased to the latter company and operated as part of its system upon the terms that the receipts from operation shall first be applied to cost of maintaining, keeping and perpetuating the properties and equipment used thereon, and all other expenses of operating the same, including taxes, insurance, etc. The balance, if any, to be paid to the respective lessor companies.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$16,000 00	. . . . .
General office clerks	12	9,360 00	$2 50
Station agents	19	20,155 20	3 40
Other station men	154	69,669 60	1 45
Enginemen	28	30,488 64	3 49
Firemen	29	16,195 92	1 79
Conductors	28	24,722 88	2 83
Other trainmen	65	34,881 60	1 72
Machinists	27	18,954 00	2 25
Carpenters	46	28,273 44	1 97
Other shopmen	109	51,352 08	1 51
Section foremen	29	14,460 00	1 60
Other trackmen	227	84,988 80	1 20
Switchmen, flagmen and watchmen	27	10,108 80	1 20
Telegraph operators and dispatchers	3	3,480 00	3 72
All other employes and laborers	41	15,094 56	1 18
Total	849	$448,185 52	$1 69
Distribution of above:			
General administration	17	$25,360 00	$4 78
Maintenance of way and structures	289	116,774 16	1 29
Maintenance of equipment	161	85,672 08	1 70
Conducting transportation	382	220,379 28	1 85
Total	849	$448,185 52	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	9	5
Number iron	38	19
Number wooden	11	2
Trestles:		
Number	3	2
Aggregate length (feet)	985	768
Telegraph:		
Miles of line owned by this company	54	12
Miles of wire owned by this company	208	154
Miles of line operated by this company	54	12
Miles of wire operated by this company	208	154
Miles of line operated by Western Union Telegraph Company	74	. . . . .
Miles of wire operated by Western Union Telegraph Company	658	. . . . .
Gauge of track	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Harrisburg station, Pennsylvania Railroad Company.

DANVILLE AND SHAMOKIN RAILROAD COMPANY.

Date of organization: June 14, 1879.

By what authority incorporated: General railroad laws, Commonwealth of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George DeB. Keim,	Philadelphia,	Second Monday in January, 1893.
A. J. Antelo,	Philadelphia,	do. do.
Thomas Dolan,	Philadelphia,	do. do.
Samuel R. Shipley,	Philadelphia,	do. do.
W. R. Taylor,	Philadelphia,	do. do.
James Boyd,	Norristown,	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Danville and Shamokin Railroad Company.	Shamokin,	Danville, Pa.,	Road under construction,	19	19

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$26,710 00	Capital stock,	$26,710 00
Total,	$26,710 00	Total,	$26,710 00

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

DAUPHIN AND BERKS RAILROAD COMPANY.

Date of organization: February 11, 1882.

By what authority incorporated: General railroad incorporation acts, Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies: South Mountain Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. DeB. Keim	Philadelphia	First Monday in May, 1893.
A. J. Antelo	do.	do. do.
Thomas Cochran	do.	do. do.
Albert Foster	do.	do. do.
W. R. Taylor	do.	do. do.
J. M. Landis	do.	do. do.

Date of last meeting of stockholders for election of directors: May 2.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	Howard Hanceck	do.
Treasurer	John Welch	do.
Comptroller	D. Jones	do.

PROPERTY OPERATED.

Road under construction.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$100,000 00	Capital stock	$100,000 00
Total	$100,000 00	Total	$100,000 00

EMPLOYES AND SALARIES.

General officers, 4; compensation, nothing.

DELAWARE HUDSON AND CANAL COMPANY.

Date of organization: April 23, 1823.

By what authority incorporated: State of New York and recognized by the Commonwealth of Pennsylvania.

Statutes and amendments by the State of New York: April 7, 1824; November 19, 1824; April 20, 1825; March 10, 1827; May 2, 1829; February 12, 1830; April 17, 1830; April 17, 1862; March 25, 1863; May 9, 1867; May 7, 1872; June 1, 1880; April 23, 1883; May 7, 1886.

Statutes and amendments by the Commonwealth of Pennsylvania: March 13, 1823; April 1, 1825; June 21, 1825; April 5, 1826; November 24, 1828; March 23, 1830; April 11, 1848; April 30, 1852; April 7, 1858; March 12, 1859; April 11, 1861; April 18, 1861; September 20, 1866; April 13, 1868; March 24, 1870; May 12, 1871; May 18, 1871; April 15, 1869; chapter VIII, 1826.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
LeG. B. Cannon,	New York city,	Second Tuesday in May, 1893.
James Roosevelt,	Hyde Park, N. Y.,	do. do.
Robert M. Olyphant,	New York city,	do. do.
Benjamin H. Bristow,	New York city,	do. do.
R. Suydam Grant,	New York city,	do. do.
Wm. H. Tillinghast,	New York city,	do. do.
Alfred Van Santvoord,	New York city,	do. do.
James A. Roosevelt,	New York city,	do. do.
Alexander E. Orr,	New York city,	do. do.
Oliver P. C. Billings,	New York city,	do. do.
Samuel Spencer,	New York city,	do. do.
Cornelius Vanderbilt,	New York city,	do. do.
Chauncey M. Depew,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert M. Olyphant,	New York city.
Vice President,	LeGrand B. Cannon,	New York city.
Second Vice President,	Horace G. Young,	Albany, N. Y.
Secretary,	F. M. Olyphant,	New York city.
Treasurer,	C. A. Walker,	New York city.
Chief Engineer,	A. J. Swift,	Albany, N. Y.
General Solicitor, Attorney or Counsel,	Edwin Young,	Albany, N. Y.
Auditor,	S. T. S. Henry,	New York city.
General Passenger Agent,	J. W. Burdick,	Albany, N. Y.
General Freight Agent,	James Colhown,	Albany, N. Y.
Superintendent,	C. R. Manville,	Carbondale, Pa.
Superintendent of Telegraph,	Chas. Petersen,	Honesdale, Pa.
General Baggage Agent,	C. S. Pease,	Albany, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line owned.				
Lackawanna and Susquehanna railroad	Nineveh, N. Y.,	Jefferson Junc., Pa.,	22.01	4.36
Valley railroad	Carbondale, Pa.,	Scranton, Pa.,	16.77	16.77
Branches and spurs owned	Collieries,	Main line,	1.80	1.80
Operated under lease or trackage contract.				
Northern Coal and Iron Company	Green Ridge, Pa.,	Plymouth, Pa.,	21.98	21.98
Jefferson railroad	Jefferson Junc., Pa.,	Carbondale, Pa.,	34.60	34.60
Delaware, Lackawanna and Western railroad	Scranton, Pa.,	Scranton, Pa.,	.44	.44
Nanticoke railroad	Mill Creek, Pa.,	Wilkesbarre, Pa.,	2.40	2.40
Lehigh Valley railroad	Wilkesbarre, Pa.,	S. Wilkesbarre, Pa.,	1.62	1.62
Lackawanna and Bloomsburg railroad	Plymouth, Pa.,	Bull Run, Pa.,	.78	.78
Gravity railroad owned	Olyphant, Pa.,	Honesdale, Pa.,	26.31	26.31
	Honesdale, Pa.,	Olyphant, Pa.,	29.92	29.92
Total mileage operated			158.63	140.98

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
United States Hotel, Saratoga	$27,703 00	8 per cent.,	$2,216 24
Keeseville, Ausable Chasm and Lake Champlain Railroad Company	15,000 00	6 per cent.,	900 00
Rensselaer and Saratoga Railroad Company	3,000 00	7 per cent.,	210 00
Other bonds	3,770,000 00		
Total	$3,815,703 00		$3,326 24

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Rensselaer and Saratoga Railroad Company	$1,600,000 00	8 per cent.,	$128,000 00
Albany and Susquehanna Railroad Company	450,000 00	7 per cent.,	31,500 00
Rutland Railroad Company, preferred stock	3,000,000 00	4 per cent.,	120,000 00
Rutland Railroad Company, common stock	1,000,000 00		
Jackson Coal Company	106,666 66	7⅜ per cent.,	7,886 65
Providence Gas and Water Company	47,000 00	8 per cent.,	3,760 00
Archbald Water Company	3,000 00	8¾ per cent.,	262 50
Olyphant Water Company	12,000 00	3 per cent.,	360 00
Champlain Transportation Company	16,850 00	10 per cent.,	1,685 00
Delaware and Hudson Canal Company	400 00	7 per cent.,	28 00
Colliery Engineer Company	500 00	6 per cent.,	30 00
Other stocks as follows:			
Carbondale Gas Company, $8,500 00			
Von Storch Coal Company, 18,300 00			
Schenectady and Duanesburg Railroad Company, 100,500 00			
New Jersey and New York Railroad Company, 10,800 00			
United States Metallic Packing Company, 2,500 00			
Whitehall and Plattsburg Railroad Company, 8,400 00			
Troy Steel and Iron Company, 50,000 00			
Adirondack Stage Company, 2,500 00			
Bluff Point Land Improvement Company, 100,000 00			
Chateaugay Oil and Iron Company, 300,000 00			
	601,500 00		
Total	$6,837,916 66		$293,512 15

GENERAL BALANCE SHEET.—(December 31, 1891.)

DR.			CR.		
Canal		$6,339,210 49	Capital stock		$30,000,000 00
Railroad and equipment		9,345,802 37	Bonds:		
Real estate	$5,821,138 12		1894	$4,829,000 00	
Real estate, Northern Coal and Iron Company	5,699,641 54		1917	5,000,000 00	
		11,520,779 66			9,829,000 00
Mine improvements		2,609,766 60	Interest and dividends, payable January 1, 1892		443,828 00
Mine fixtures and equipment		447,377 39	Dividends, interest and bonds unpaid		280,370 08
Boats barges and steamboats		899,774 00	Loans payable		1,200,000 00
Coal yards and fixtures		185,132 64	Surplus or dividend fund		5,822,768 17
Lackawanna and Susquehanna railroad		1,087,577 16			
Cherry Valley, Sharon and Albany railroad		210,000 00			
New York and Canada railroad		4,033,029 91			
Mechanicville and Fort Edward railroad		54,998 07			
Schenectady and Mechanicville railroad		214,895 01			
Construction. Albany and Susquehanna railroad		345,523 24			
Telegraph lines		18,707 74			
Supplies on hand		1,331,818 49			
Shop machinery, tools, etc.,		391,347 12			
Coal on hand		1,081,822 55			
Advances to leased lines		376 16			
Miscellaneous assets, viz.:					
Bonds		53,470 00			
Stocks as follows:					
Albany and Susquehanna railroad, 4,500 shares	$450,000 00				
Rensselaer and Saratoga railroad, 16,000 shares	1,600,000 00				
Rutland railroad, 40,000 shares	1,500,000 00				
Adirondack railroad	711,149 44				
Sundry stocks	357,982 32				
		4,619,131 76			
Advanced royalties on coal		1,045,200 06			
Cash		1,293,841 10			
Bills and accounts receivable	$2,590,375 27				
Less December pay rolls and vouchers, payable after January 1	2,143,990 54				
		446,384 73			
Total		$47,575,966 25	Total		$47,575,966 25

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has, by contract, the right to handle express matter on the line of this road.

Mails are carried at the rate fixed by the Postoffice Department.

Joint freight traffic agreements exist with the following named companies, the revenue being divided on the basis of mileage: New York, Lake Erie and Western Railroad Company; Central Railroad Company of New Jersey; Delaware, Lackawanna and Western Railroad Company; Lehigh Valley Railroad Company, and Pennsylvania Railroad Company.

Contracts giving this company trackage rights on other roads are in force with the following named companies: New York, Lake Erie and Western Railroad Company (Jefferson branch); Central Railroad Company of New Jersey (Nanticoke railroad); Lehigh Valley Railroad Company (through their Wilkesbarre yard); Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run and passenger tracks at Scranton, Pa.).

A contract with the Central Railroad of New Jersey gives that company trackage rights on our road between Mill Creek and Union Junction.

An agreement with the Delaware, Lackawanna and Western Railroad Company gives that company the right to use our tracks, for coal trains only, between Vine street, Scranton, and Green Ridge.

An agreement with the Lehigh and Wilkesbarre Coal Company gives that company trackage rights on our road for coal trains only, between South Wilkesbarre and Plymouth Junction

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	7	$14,200 00	. . . . .
General office clerks	7	6,550 00	$2 99
Station agents	34	19,900 54	1 87
Other station men	87	39,484 95	1 45
Enginemen	75	79,815 00	3 40
Firemen	74	45,165 90	1 95
Conductors	65	51,308 40	2 53
Other trainmen	237	137,832 09	1 87
Machinists	51	32,937 84	2 07
Carpenters	35	17,685 50	1 63
Other shopmen	123	52,829 73	1 39
Section foremen	23	12,916 80	1 80
Other trackmen	184	61,205 76	1 08
Switchmen, flagmen and watchmen	61	22,575 49	1 19
Telegraph operators and dispatchers	20	10,296 00	1 65
All other employes and laborers	114	44,881 80	1 27
Total	1,197	$649,585 80	$1 73
Distribution of above:			
General administration	14	$20,750 00	$4 74
Maintenance of way and structures	207	74,122 56	1 14
Maintenance of equipment	209	103,453 07	1 58
Conducting transportation	767	451,260 17	1 88
Total	1,197	$649,585 00	$1 73
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,043	$579,136 91	$1 79

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges (culverts excluded):		
Number iron	33	28
Number wooden	56	55
Trestles:		
Number	14	14
Aggregate length (feet)	4,743	4,743
Telegraph:		
Miles of line owned by this company	149	132
Miles of wire owned by this company	268	253
Miles of line operated by this company	149	132
Miles of wire operated by this company	268	253

Gauge of track: 4 feet 8½ inches in locomotive road, and 4 feet 3 inches in gravity road, between Valley Junction and Mill Creek; the locomotive road has both gauges.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: At Wilkesbarre, Pa., this company rents of the Lehigh Valley railroad its passenger depot and tracks, using the same for passenger business only.

At Scranton, Pa., this company uses the passenger depot and tracks approaching thereto, of the Delaware, Lackawanna and Western railroad, paying rental for the same.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.

By what authority incorporated: Special act of Pennsylvania No. 123, approved March 11, 1853.

If a consolidated company, name the constituent companies: Originally the Ligget's Gap railroad, incorporated by special act of Pennsylvania legislature, approved April 7, 1832. Name changed to Lackawanna and Western railroad, by special act of Pennsylvania legislature, approved April 14, 1851, and consolidated under special act of Pennsylvania legislature, approved March 11, 1853, with the Delaware and Cobb's Gap railroad (incorporated by special act of Pennsylvania legislature, approved April 7, 1849), under present title. (Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware river, May 27, 1856.) The following have been since consolidated with and merged into this company: Keyser Valley railroad (incorporatedunder special act of Pennsylvania legislature, approved March 13, 1865), on December 27, 1865; Nanticoke Coal and Iron Company (incorporated under special act of Pennsylvania legislature, approved April 13, 1864), on August 12, 1870; Lackawanna and Bloomsburg railroad (incorporated by special act of Pennsylvania legislature, approved April 15, 1852), on June 17, 1873.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John T. Blair.	Blairstown, N. J., ...	One year from last election.
George Bliss, ...	New York city, ...	do. do.
Percy R. Pyne.	New York city, ...	do. do.
Wilson G. Hunt, ...	New York city, ...	do. do.
Benjamin G. Clarke, ...	New York city, ...	do. do.
Andrew T. McClintock, ...	Wilkesbarre, Pa., ...	do. do.
William H. Appleton, ...	New York city, ...	do. do.
William W. Astor, ...	New York city, ...	do. do.
Henry A. C. Taylor, ...	New York city, ...	do. do.
Eugene Higgins.	New York city, ...	do. do.
William Rockefeller, ...	New York city, ...	do. do.
T. Rogers Maxwell, ...	New York city, ...	do. do.
George F. Baker, ...	New York city, ...	do. do.

Date of last meeting of stockholders for election of directors: February 23, 1892.

Postoffice address of general office: No. 26 Exchange place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Samuel Sloan, ...	No. 26 Exchange place, New York city.
Vice President, ...	Percy R. Pyne.	No. 26 Exchange place, New York city.
Second Vice President, ...	Edwin R. Holden, ...	No. 26 Exchange place, New York city.
Third Vice President, ...	William S. Sloan.	No. 26 Exchange place, New York city.
Secretary and Auditor, ...	Fred. F. Chambers. . . .	No. 26 Exchange place, New York city.
Treasurer.	Fred. H. Gibbens, ...	No. 26 Exchange place, New York city.
Assistant Treasurer, ...	Arthur D. Chambers, . .	No. 26 Exchange place, New York city.
Chief Engineer, ...	James Archbald, ...	Scranton, Pa.
Assistant Auditor, ...	William C. Swift, ...	No. 26 Exchange place, New York city.
General Manager, ...	William F. Hallstead, . .	Scranton, Pa.
Traffic Manager, ...	Benjamin A. Hegeman, .	No. 26 Exchange place, New York city.
General Passenger Agent, ...	William F. Holwill, . . .	No. 26 Exchange place, New York city.
General Ticket Agent.		
Assistant General Freight Agent, .	Henry C. Hicks, ...	No. 26 Exchange place, New York city.
Division Superintendent, ...	Garrett Bogart, ...	Scranton, Pa.
Superintendent of Telegraph, . . .	L. B. Foley.	No. 26 Exchange place, New York city.
General Baggage Agent, ...	G. E. Zippel, ...	Hoboken, N. J.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line owned.				
Northern division.	Scranton, ...	Penn'a and New York State Line, ...	50.36	. . . . .
Southern division, ...	Scranton, ...	Delaware River, . . .	64.25	. . . . .
Western division, ...	Scranton, ...	Susquehanna River, .	80.00	. . . . .
			194.61	194.61
Branch line owned.				
Keyser Valley, ...	Keyser Valley Junc.,	Keyser Valley, ...	6.43	. . . . .
Winton, ...	Nay Aug, ...	Winton.	7.50	. . . . .
Storrs, ...	Winton Junction, . .	Storr's Mine, ...	2.80	. . . . .
			16.73	16.73
Lines operated under lease, etc.				
Morris and Essex, ...	Hudson River, ...	Delaware River. . . .	119.85	. . . . .
Morris and Essex Extension, ...	M. & E. Junction. . .	Paterson, N. J., . . .	1.91	. . . . .
Newark and Bloomfield, ...	Roseville Junction. .	Montclair, N. J., . . .	4.24	. . . . .
Passaic and Delaware, ...	Summit Junction, . .	Bernardsville, N. J.,	13.99	. . . . .
Passaic and Delaware Extension, .	Bernardsville.	Gladstone. N. J., . .	7.40	. . . . .
Chester, ...	Chester Junction, . .	Chester. N. J., ...	10.02	. . . .
Warren, ...	Delaware River, . . .	New Hampton Junc.,	18.80	. . . . .
New York, Lackawanna and Western, ...	Binghamton, ...	Buffalo, N. Y., ...	214.20	6.41
Greene.	Chenango Forks, . . .	Greene, N. Y., ...	8.10	. . . . .
Utica Chenango and Susq. Valley, .	Greene.	Utica, N. Y., ...	97.41	. . . . .
Cayuga and Susquehanna, ...	Susquehanna River. .	Ithaca, N. Y., ...	34.41	. . . . .
Oswego and Syracuse, ...	Syracuse, ...	Oswego, N. Y., . . .	34.98	. . . . .
Valley, ...	Penn'a and New York State Line, ...	Binghampton, N. Y.,	11.64	. . . . .
			576.95	. . . . .
Total mileage operated, ...	. . . . .	. . . . .	788.29	217.75

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Green Bay, Winona and St. Paul railroad, first mortgage, . . .	$41,000 00	. . . . .	. . . . .
Green Bay, Winona and St. Paul railroad, 1906, ...	3,000 00	6	$240 00
Oxford Iron and Nail Company, first mortgage.	110,000 00	6	6,600 00
Oxford Iron and Nail Company, second mortgage.	42,000 00	6	3,780 00
Rochester, Hornellsville and Lackawanna railroad, first mortgage.	5,000 00	. . . . .	. . . . .
Morris and Essex Railroad Company, consolidated guaranteed mortgage, ...	42,000 00	7	54,868 85
New York, Lackawanna and Western Railway Company, terminal and improvement mortgage.	3,816,000 00	4	123,010 41
New York, Lackawanna and Western Railway Company, construction, ...	2,000,000 00	5	100,000 00
Syracuse and Baldwinsville railroad, scrip, etc., ...	140,120 37	. . . . .	. . . . .
Total.	$6,199,120 37	. . . . .	$288,499 26
Valued at $6,028,782.50.			

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Syracuse, Birmingham and New York railroad	$1,972,900 00	13	$256,477 00
Sussex railroad	15,650 00		
Crown Point Iron Company	12,500 00		
Lackawanna Iron and Coal Company	25,800 00	12½	3,225 00
Oxford Iron and Nail Company	263,000 00		
Providence Gas and Water Company	78,200 00	8	6,256 00
Catawissa Bridge Company	1,000 00		
Bangor Union Slate Company	17,500 00		
Valley Railroad Company	24,300 00	5	1,215 00
Utica, Chenango and Susquehanna Valley railway	40,800 00	6	2,448 00
Morris and Essex railroad	500,000 00	7	35,000 00
Warren railroad	10,000 00	7	700 00
Newark and Bloomfield railroad	97,450 00	6	5,847 00
Greene railroad	400 00	6	24 00
Passaic and Delaware railroad	110,600 00	5	5,530 00
New York, Lackawanna and Western Railway Company	689,500 00	5	34,777 50
Chester Railroad Company	65,050 00		
Morris and Essex Extension Railroad Company	45,000 00	4	1,800 00
Lackawanna and Montrose Railroad Company	77,900 00		
Total, Valued at $3,805,176.00.	$4,047,350 00		$353,299 50

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road	$17,281,798 89		Capital stock	$26,200,000 00
Cost of equipment	9,567,964 64		Funded debt	3,067,000 00
		$26,849,763 53	Current liabilities	10,050,545 85
Bnods of other companies owned	$6,028,782 50		Accrued interest on funded debt not yet payable	71,563 33
Stocks of other companies owned	3,805,176 00		Profit and loss	16,100,033 81
		9,833,958 50		
Other permanent investments: Coal lands, coal yards and improvements		7,730,399 78		
Cash and current assets		11,005,021 18		
Total		$55,489,142 99	Total	$55,489,142 99

IMPORTANT CHANGES DURING THE YEAR.

Bonded debt maturing June 1, 1892, paid off, thus reducing same, $600,000.

United States Express Company, produce dispatch.

United States Postoffice Department.

Pullman's Palace Car Company.

Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Express Company, New York Dispatch Refrigerator Line, American Refrigerator Transit Company.

Freight connections and junctional points (numbers indicate distances from Hoboken, N. J.)—Bangor and Portland—Portland, Pa., 83. Bloomsburg and Sullivan—Bloomsburg, Pa., 201. Buffalo Creek—East Buffalo, N. Y., 405. Buffalo, Rochester and Pittsburg—B., R. & P. Junction, N. Y., 305. Central Railroad of New Jersey—Hoboken, N. J. (via float); Lake Junction, N. J., 42; New Hampton, N. J., 72; Phillipsburg, N. J., 80; Port Oram, N. J., 40; Rockaway, N. J., 38; South Wilkesbarre, Pa., 166; Taylorville, Pa., 148. Delaware and Hudson Canal Company—Binghamton, N. Y., 207; Scranton, Pa., 145; Taylorville, Pa., 148. Elmira, Cortland and Northern Cortland, N. Y., 250; Elmira, N. Y., 264; Wilseyville, N. Y., 242. Erie and Wyoming—Nay Aug., Pa., 139. Fall Brook Coal Company—Corning, N. Y., 289. Grand Trunk—Black Rock, N. Y., 414. Lake Shore and Michigan Southern—East Buffalo, N. Y., 405. Lehigh and Hudson—Franklin, N. J., 75. Lehigh Valley—East Buffalo, N. Y., 505; Elmira, N. Y., 264; Ithaca, N. Y., 261; Phillipsburg, N. J., 80; Pittston, Pa., 154; South Wilkesbarre, Pa., 166; Waverly, N. Y., 246. Long Island—Hoboken, N. J. (via float). Michigan Central—Black Rock, N. Y., 414. Mount Hope Mineral

—Port Oram, N. J., 40. New York and Greenwood Lake—Mountain View, N. J., 21. New York and Northern—Hoboken, N. J. (via float). New York, Chicago and St. Louis—East Buffalo, N. Y., 405. New York Central and Hudson River—Black Rock, N. Y., 414; Hoboken, N. J. (via float); Syracuse, N. Y., 287; Utica, N. Y., 302. New York, Lake Erie and Western—Bergen Junction, N. J., 2; Binghamton, N. Y., 207; Black Rock, N. Y., 414; East Buffalo, N. Y., 405; Elmira, N. Y., 264; Owego, N. Y., 228; Patterson, N. J., 15. New York, New Haven and Hartford—Hoboken, N. J. (via float). New York, Ontario and Western—Norwich, N. Y., 248; Scranton, Pa., 145; Utica, N. Y., 302. New York, Susquehanna and Western—Bergen Junction, N. J., 2; Delaware, N. J., 80; Franklin, N. J., 75; Gravel Place, Pa., 94. Northern Central (P. R. R.)—Elmira, N. Y., 264. Pennsylvania—Harrison, N. J., 7; Manunka Chunk, N. J., 77; Nanticoke, Pa., 169; Phillipsburg, N. J., 80; South Wilkesbarre, Pa., 166. Pennsylvania, Poughkeepsie and Boston—Augusta, N. Y., 70; Portland, Pa., 83. Philadelphia and Erie (P. R. R.)—Northumberland, Pa., 225. Philadelphia and Reading—Rupert, Pa., 202. Rochester, Hornellsville and Lackawanna—Wayland, N. Y., 327. Rome, Watertown and Ogdensburg—Oswego, N. Y., 322. Southern Central—Owego, N. Y., 228. Western New York and Pennsylvania—East Buffalo, N. Y., 405; Mt. Morris, N. Y., 348. West Shore—Black Rock, N. Y., 414; Utica, N. Y., 302.

Lackawanna Transportation Company, Northern Steamship Company, Green Bay Line, Clover Leaf Line, Lake Erie Transportation Company, Union Transit Company, at Buffalo, N. Y.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghamton and New York Railroad Company.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	15	$101,000 00	. . . . .
General office clerks,	3	3,480 00	$3 72
Shop clerks,	11	8,459 63	2 46
Station agents,	53	28,938 00	1 75
Other station men,	119	51,408 00	1 38
Enginemen,	291	294,418 88	3 23
Firemen,	292	168,860 96	1 85
Conductors,	226	200,959 20	2 85
Other trainmen,	700	339,840 63	1 87
Machinists,	176	116,170 27	2 11
Carpenters,	561	236,821 70	1 70
Other shopmen,	920	356,786 58	1 24
Section foremen,	67	33,000 00	1 58
Other trackmen,	706	219,672 08	1 10
Switchmen, flagmen and watchmen,	240	145,372 54	1 90
Telegraph operators and dispatchers,	46	25,216 02	1 75
All other employes and laborers,	281	146,470 42	1 30
Total,	4,707	$2,476,884 91	$1 68
Distribution of above:			
General administration,	18	$104,480 00	. . . . .
Maintenance of way and structures,	1,054	399,142 50	$1 21
Maintenance of equipment,	1,668	718,248 18	1 37
Conducting transportation,	1,967	1,255,014 23	2 03
Total,	4,707	$2,476,884 91	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	4,695	$2,388,884 91	$1 62

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	92	92
Number wooden,	6	6
Number combination,	1	1
Trestles:		
Number,	2	2
Aggregate length (feet),	442	442
Tunnels:		
Number,	3	3
Maximum length (feet),	2,177	2,177
Minimum length,	503	503
Aggregate length of all tunnels,	3,432	3,432
Telegraph:		
Miles of wire owned by this company,	None.	None.
Miles of line operated by this company,	162.69	162.69

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Terminal facilities, piers 19 and 41 and Bulkheads, piers 40 and 42 North river, New York. pier South Ninth street, Williamsburg, N. Y., owned by Brooklyn and New York Ferry Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association; Freight Traffic Association Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Express Company, New York Dispatch Refrigerator Line, American Refrigerator Transit Company.

DELAWARE RIVER AND LANCASTER RAILROAD COMPANY.

Date of organization: October 12, 1871.

By what authority incorporated: Organized under special acts of the Legislature of Pennsylvania, as follows: Acts approved March 24, 1868, February 10, 1870, April 4, 1872.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Austin Gallagher,	15 Wall street, New York,	January 21, 1893.
W. F. Herbert, Jr.,	15 Wall street, New York,	do.
E. S. Larelar,	15 Wall street, New York,	do.
Willard Hodgson,	15 Wall street, New York,	do.
Henry W. Watson,	518 Walnut street, Philadelphia,	do.
John D. Skyles,	Lancaster, Pa.,	do.
George Crane,	Columbia, Pa.,	do.
Thomas Briggs,	Doylestown, Pa.,	do.
J. K. Lineweaver,	Columbia, Pa.,	do.
John O. Keim,	Sixteenth and Green streets, Phila.,	do.
R. M. Bolenius,	Lancaster, Pa.,	do
J. H. Baumgardner,	Lancaster, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 6, 1892.

Postoffice address of general office: Pughtown, Chester county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	F. P. Avery,	Tuckhannock, Pa.
Vice President,	Austin Gallagher,	15 Wall street, New York.
Secretary,	Robert Crane,	Drexel building, Philadelphia.
Treasurer,	George A. Searles,	15 Wall street, New York.
Chief Engineer,	Isaac W. Guldin,	1042 Chestnut street, Reading, Pa.
General Solicitor, Attorney or Counsel,	E. D. North,	Lancaster, Pa.
Auditor,	H. S. Beitenman,	Pughtown, Chester county, Pa.
General Manager,	George Potts,	Pughtown, Chester county, Pa.
General Passenger Agent,		
General Ticket Agent,		
General Freight Agent,		
General Superintendent,	H. S. Beitenman,	Pughtown, Chester county, Pa.
Division Superintendent,		
Superintendent of Telegraph,		
Superintendent of Express,		
General Baggage Agent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road,	Total mileage of road in Pennsylvania.
	From—	To—		
Delaware River and Lancaster railroad,	French Creek Junc.,	St. Peters,	12.6	12.6

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$551,554 92	Capital stock,	$244,450 00
Cost of equipment,	6,620 00	Funded debt,	310,000 00
Cash and current assets,	3,228 21	Current liabilities,	54,188 62
Other assets:		Accrued interest on funded debt	
Sundries.	392 31	not yet payable,	9,300 00
Profit and loss,	56,143 18		
Total,	$617,938 62	Total,	$617,938 62

IMPORTANT CHANGES DURING THE YEAR.

Completed 1,175 feet of sidings and extension to quarries.

CONTRACTS, AGREEMENTS, ETC.

Carry United States mail under rules of department.

Traffic contract with Philadelphia and Reading Railroad Company on basis of division on twenty-five-mile blocks.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	2	$720 00	$2 30
Station agents	2	288 00	79
Enginemen,	1	821 25	2 25
Firemen,	1	638 75	1 75
Conductors,	1	720 00	1 98
Other trainmen,	2	438 00	1 20
Section foremen,	2	546 00	1 73
Other trackmen,	12	1,158 90	1 25
Switchmen, flagmen and watchmen,	1	360 00	1 00
Total,	24	$5,684 90	$1 42
Distribution of above:			
General administration,	2	$720 00	$2 30
Maintenance of way and structures,	14	1,698 90	1 32
Conducting transportation,	8	3,266 00	1 37
Total.	24	$5,684 90	$1 42
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	22	$4,960 90	$1 34

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party whose object is the regulator control of passenger or freight traffic: Freight Traffic Association of the Middle States.

DELAWARE SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890. Articles filed April 17, 1890.

By what authority incorporated: Commonwealth of Pennsylvania, General law of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Eckley B. Coxe,	Drifton, Luzerne co., Pa.,	First Tuesday in March, 1893.	
Alexander Coxe,	Drifton, Luzerne co., Pa.,	do.	do.
Henry B. Coxe,	No. 3 West Thirtieth st., New York,	do.	do.
E. B. Ely,	143 Liberty st., New York,	do.	do.
Arthur McClellan,	Drifton, Luzerne co., Pa.,	do.	do.
J. Brinton White,	Drifton, Luzerne co., Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: March 1, 1892.

Postoffice address of general office: Drifton, Luzerne county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Eckley B. Coxe,	Drifton, Luzerne co., Pa.
Vice President,	E. B. Ely,	143 Liberty st., New York.
Secretary,	Arthur McClellan,	Drifton, Luzerne co., Pa.
Treasurer,	J. B. White,	Drifton, Luzerne co., Pa.
Chief Engineer,	E. Kundlich,	Drifton, Luzerne co., Pa.
General Passenger Agent,	Attended to at present by Superintendent.	
General Ticket Agent,		
General Freight Agent,		
Superintendent of Telegraph,		
General Bagage Agent,		
Superintendent,	I. E. Umstead,	Hazleton, Luzerne co., Pa.
Superintendent of Motive Power,	Daniel Coxe,	Drifton, Luzerne co., Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Delaware, Susquehanna and Schuylkill Railroad.	Drifton,	Gowen,	28.68	28.68
Eckley branch,	Eckley Junction.	Eckley No. 10 breaker,	1	
Stockton branch,	Stockton Junction,	Stockton breaker,	.70	
Beaver Meadow branch,	Beaver Meadow Y,	Beaver Meadow breaker,	2.02	
Oneida branch,	Oneida Junction.	Sheppton,	9.72	
Tomhicken branch,	Tomhicken Junction,	Tomhicken breaker,	.95	
				14.39
Harwood branch,	Harwood Junction,	Harwood breaker and works.	2.37	2.37
Total carried forward,				45.44

NOTE.—The total mileage given, 45.44 miles, is the standard gauge of 4 feet 9 inches, in addition to which there is the following narrow gauge tracks owned and operated—gauge, 4 feet:

Part of main line, Drifton to Gowen, from Deringer breaker to Gowen No. 1 mines (miles),	1.50
Part of Oneida braneh, from Oneida breaker to Oneida slope No. 3,	1.64
Total narrow gauge tracks,	3.14

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,060.724 52	Capital stock,	$400.000 00
Cost of equipment,	70.884 43	Current liabilities,	726.298 07
Cash and current assets,	402,028 11	Profit and loss,	407,338 99
Total,	$1,533,637 06	Total,	$1.533,637 06

IMPORTANT CHANGES DURING THE YEAR.

The whole line of road was eompleted during the year ending June 30, 1892. In previous years' report only the tracks at Drifton, Eckley No. 10, Stoekton, Beaver Meadow, Tomhicken, Deringer and Gowen, bought and eompleted at onee in order to make connetion with other roads, were in operation.

Reeeived $23,736.00 for balanee due on subscription to capital stoek ($400,000.00). Also authorized to inerease capital stoek to $1,000,000.00.

CONTRACTS, AGREEMENTS, ETC.

Contracts with connecting roads for exchange of business varying with distance and other circumstances.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	10	$30,618 00	
General office clerks,	14	4,974 00	$0 97
Station agents,	9		1 30
Other station men,	3		1 86
Enginemen,	10		2 50
Firemen,	12		1 70
Conductors,	8		1 80
Other trainmen,	32		1 60
Machinists,	1		2 50
Section foremen,	9		2 12
Other trackmen,	312		1 05
Switchmen flagmen aad watchmen,	1		1 15
Telegraph operators and dispatchers,	7		1 68
All other employes and laborers,	11		1 17
Total,	439		$1 37
Distribution of above:			
General administration,	24	$35,592 00	$4 06
Maintenance of way and structures,	321		1 08
Maintenance of equipment,	1		2 50
Conducting transportation,	93		1 66
Total,	439		$1 37
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	439		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	1	1
Trestles:		
Number,	5	5
Aggregate length (feet),	600	600
Telegraph:		
Miles of line owned by this company,	44.30	44 30
Miles of wire owned by this company,	44.30	44.30
Miles of line operated by this company,	44.30	44.30
Miles of wire operated by this company,	44.30	44 30

Gauge of track, { 43.07 miles, ... 4 ft. 9 in.
3.14 miles. . . . . 4 ft.

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization: Certificate of organization filed November 1, 1871.
By what authority incorporated: Laws of Pennsylvania. Act of April 4, 1868.
Operated by Cumberland Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	Tuesday, May 2, 1893.
Edward B. Watts,	Carlisle, Pa.,	do. do.
Henry McCormick,	Harrisburg, Pa.,	do. do.
J. Herman Bosler,	Carlisle, Pa.,	do. do.
William Penn Lloyd,	Mechanicsburg, Pa.,	do. do.
Christian Bender,	Dillsburg, Pa.,	do. do.
Joseph Milleisen,	Mechanicsburg, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 3, 1892.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	W. M. Biddle,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Dillsburg and Mechanicsburg railroad.	Junction with Cumberland Valley railr'd,	Dillsburg,	Cumberland Valley railroad.	7.70	7.70

Operated by the Cumberland Valley Railroad Company for ninety-nine years under lease executed January 1, 1873, upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property and the equipment used thereon, and all other expenses of operating including taxes, insurance, etc. The balance, if any, to be paid to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$215,113 02	Capital stock,	$89,800 00
Cash and current assets,	4,335 32	Funded debt,	100,000 00
		Current liabilities,	16,885 75
		Profit and loss,	12,762 59
Total,	$219,448 34	Total,	$219,448 34

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Date of organization : July 30, 1888.
By what authority incorporated : General law of April 8, 1861.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	May 1, 1893.
John P. Green,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
T. M. Storb,	New Holland, Pa.,	do.
John Keller,	Lancaster, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: No. 233 South Fourth Street, Philadelphia.
Postoffice address of operating company: No. 233 South Fourth Street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Downingtown and Lancaster railroad.	Downingtown,	Lancaster,	Pennsylvania Railroad Company.	37.98	37.98

Operated by Pennsylvania Railroad Company, under resolutions of the board of directors of both companies.
Rental, net earnings.
This arrangement, from August 1, 1888, is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$706,969 94	Capital stock,	$405,650 00
Profit and loss,	107,627 89	Funded debt,	300,000 00
		Current liabilities,	108,947 83
Total,	$814,597 83	Total,	$814,597 82

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	11	11
Number wooden,	5	5
Trestles:		
Number,	2	2
Aggregage length (feet),	140	140
Telegraph:		
Miles of line owned by this company,	39.01	39.01
Miles of wire owned by this company,	39.01	39.01
Miles of line operated by Pennsylvania Railroad Company, lessee,	39.01	39.01
Miles of wire operated by Pennsylvania Railroad Company, lessee,	39.01	39.01

Gauge of track, ... 4 ft. 9 in.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG RAILROAD COMPANY.

Date of organization: December 31, 1872.

If a consolidated company, name the constituent companies: The Dunkirk, Allegheny Valley and Pittsburg Railroad Company was formed by the consolidation of the Warren and Venango Railway Company, a corporation formed under the laws of the Commonwealth of Pennsylvania, and the Dunkirk, Warren and Pittsburg Railway Company. This latter company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburg Railroad Company, a corporation formed under the laws of the State of New York, and the Conewango Valley Railway Company, a corporation formed under the laws of the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Chauncey M. Depew,	New York, N. Y.	Samuel F. Barger,	New York, N. Y.
Cornelius Vanderbilt,	do.	H. Walter Webb,	New York, N. Y.
William K. Vanderbilt,	do.	Dwight W. Pardee,	Brooklyn, N. Y.
Frederick W. Vanderbilt,	do.	Darwin Thayer,	Fredonia, N. Y.
Edwin D. Worcester,	do.	Oscar W. Johnson,	Fredonia, N. Y.
Charles C. Clarke,	do.	Rasselas Brown,	Warren, Pa.
Horace J. Hayden,	do.		

Date of last meeting of stockholders for election of directors: April 15, 1891.

Postoffice address of general office: Dunkirk, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chauncey M. Depew,	Grand Central station, New York.
Vice President,	H. Walter Webb,	Grand Central station, New York.
Secretary,	Dwight W. Pardee,	Grand Central station, New York.
Treasurer,	Edward V. W. Rossiter,	Grand Central station, New York.
Comptroller,	John Carstensen,	Grand Central station, New York.
General Passenger Agent,	Geo H. Daniels,	Grand Central station, New York.
Superintendent,	C. H. Ketcham,	Dunkirk, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Dunkirk, Allegheny Valley and Pittsburg,	Dunkirk, N. Y.,	Titusville, Pa.,	90.6	48.3

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Dunkirk, Allegheny Valley and Pittsburg railroad was leased to the New York Central and Hudson River Railroad Company January 3, 1873, for the term of five hundred and one years, from December 1, 1872, but is operated as an independent organization.

The consideration of the lease is the payment of seven per cent. annually on mortgage bonds not exceeding $3,200,000.00, and one and one-half per cent. dividend annually on 13,000 shares of stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,278,531 67	Capital stock,	$1,300,000 00
Cost of equipment,	262,725 00	Funded debt,	2,900,000 00
Cash and current assets,	39,717 32	Current liabilities,	265,164 00
		Profit and loss,	115,809 99
Total,	$4,580,973 99	Total,	$4,580,973 99

CONTRACTS, AGREEMENTS, ETC.

American Express Company, one and one-half first-class rates.

United States government, based on average weight carried.

Red Line Transit Company, Merchants' Despatch Transportation Company, and Nickel Plate Line, proportion of through rates.

Various companies for through business.

Western Union Telegraph Company, railroad company's messages sent free. Railroad company furnishes operators and repairers.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$4,170 00	
General office clerks,	16	10,273 42	$2 04
Station agents,	24	12,891 14	1 71
Other station men,	8	3,587 23	1 43
Enginemen,	14	12,113 50	2 75
Firemen,	10	5,631 83	1 80
Conductors,	6	6,047 32	3 21
Other trainmen,	15	8,689 98	1 84
Machinists,	13	8,812 12	2 16
Carpenters,	2	1,352 59	2 15
Other shopmen,	11	5,449 17	1 58
Section foremen,	16	9,800 17	1 95
Other trackmen,	69	24,381 75	1 12
Switchmen, flagmen and watchmen,	6	2,749 02	1 46
Telegraph operators and dispatchers,	5	1,504 79	96
All other employes and laborers,	13	8,557 10	2 10
Total,	230	$126,011 13	$1 75
Distribution of above:			
General administration,	18	14,443 42	$2 55
Maintenance of way and structures,	99	43,063 02	1 38
Maintenance of equipment,	26	15,613 88	1 91
Conducting transportation,	87	52,890 81	1 94
Total,	230	$126,011 13	$1 75
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	69	$30,989 98	$1 45

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	11	4
Number wooden,	15	5
Trestles:		
Number,	22	16
Aggregate length,	3,853	3,315
Telegraph:		
Miles of line owned by this company,	90.6	48.3
Miles of wire owned by this company,	181.2	96.6
Miles of line operated by Western Union Telegraph Company,	90.6	48.3
Miles of wire operated by Western Union Telegraph Company,	181.2	96.6

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Dunkirk, N. Y., passenger station, New York, Lake Erie and Western railroad; Falconer Junction, N. Y., passenger station, Mrs. C. E. Moon; Irvineton, Pa., passenger and freight station, Mr. R. A. Kinmar; Dunkirk, N. Y., general offices, Merchants' National Bank.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line Transit Company, Empire Line, Merchants' Despatch Transportation Company, Nickel Plate Line, Green Line.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.

By what authority incorporated: April 16, 1856, P. L. 1857, p. 780; May 14, 1857, P. L. p. 505; April 20, 1864, P. L. p. 712; May 24, 1871, P. L. p. 1087; March 7, 1872, P. L. 1873, p. 1011; March 23, 1872, P. L. 1873, p. 1032; April 30, 1873, P. L. p. 498.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Ingham,	Philadelphia.	October, 1892.
Edward Roberts, Jr.	Philadelphia.	do.
William Lilly,	Mauch Chunk.	do.
Percival Roberts,	Philadelphia.	do.
Edward R. Wood,	Philadelphia.	do.
John R. Fell,	Philadelphia.	do.
G. Theodore Roberts,	Philadelphia.	do.
One vacancy.		

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 320 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William A. Ingham,	Philadelphia.
Vice President,	Edward Roberts, Jr.,	Philadelphia.
Secretary and Treasurer,	J. E. Haverstick,	Philadelphia.
Chief Engineer,	A. W. Sims,	Rockhill Furnace, Pa.
Auditor,	Edward Roberts 3d,	Philadelphia.
General Superintendent,	A. W. Sims,	Rockhill Furnace, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Owned.				
East Broad Top railroad,	Mount Union,	Woodvale Park,	31.10	31.10
Leased.				
Shade Gap railroad,	Rockhill,	Nancy,	11.16	11.16
Booher branch,	Junction,	Booher Mine,	2.36	2.36
Total mileage operated,			44.62	44.62

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Shade Gap Railroad Company.	$1,000 00	6 per ct.	$60 00
Total,	$1,000 00		$60 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Rockhill Iron and Coal Company,	$90,360 00	.....	.....
Shade Gap Railroad Company (five shares, par $50),	224 76	3 per ct.	$7 50
Total,	$90,584 76	.....	$7 50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$943,943 00	Capital stock,	$815,539 43
Cost of equipment,	192,526 09	Funded debt,	543,088 88
Bonds of other companies owned,	1,000 00	Current liabilities,	176,119 87
Stocks of other companies owned,	90,584 76		
Cash and current assets,	179,341 63		
Profit and loss,	127,402 70		
Total,	$1,534,798 18	Total,	$1,534,798 18

CONTRACTS, AGREEMENTS, ETC.

Do our own express business.
Amount paid by United States Government, $1,813.24.
Operate the Rockhill Telegraph Company for the receipts.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
President,	1	$1,282 50	.....
Vice President,	1	600 00	.....
Secretary and Treasurer,	1	750 00	.....
Superintendent,	1	1,500 00	.....
Auditor,	1	300 00	.....
General office clerks	4	1,620 00	.....
Station agents,	11	4,326 60	$1 26
Other station men,	2	840 00	1 36
Enginemen,	7	5,796 00	2 64
Firemen,	7	3,301 20	1 51
Conductors,	6	3,888 00	2 07
Other trainmen,	8	3,600 00	1 44
Machinists,	7	4,851 00	2 31
Carpenters,	11	5,676 00	1 72
Other shopmen,	13	5,187 00	1 33
Section foremen,	12	5,340 00	1 39
Other trackmen,	38	12,540 00	1 10
Switchmen, flagmen and watchmen,	6	2,359 20	1 26
All other employes and laborers,	4	1,540 80	1 23
Master mechanics,	1	1,020 00	3 26
Blacksmiths and helpers,	4	2,346 24	1 88
Moulder and apprentice,	2	1,123 20	1 80
Mount Union yard laborers	14	4,620 00	1 10
Total,	162	$74,407 14	.....

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	5
Number wooden,	15
Trestles:	
Number,	2
Aggregate length (feet),	230
Tunnels:	
Number,	2
Maximum length (feet),	1,130
Minimum length (feet),	850
Aggregate length of all tunnels (feet),	1,980
Telegraph:	
Miles of line operated by this company,	30
Miles of wire operated by this company,	30
Gauge of track,	3 feet.

EAST MAHANOY RAILROAD COMPANY.

Date of organization: March 9, 1856.
By what authority incorporated: Act April 21, 1854, and amendments.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas Dolan,	Philadelphia,	Second Monday in January, 1893.
A. J. Antelo,	Philadelphia,	do. do.
Geo. de B. Keim,	Philadelphia,	do. do.
W. R. Taylor,	Philadelphia,	do. do.
Samuel R. Shipley,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY. OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From- -	To—			
East Mahanoy railroad, . . .	East Mahanoy Junction,	Waste House Run.	Philadelphia and Reading railroad.	14.10	14.10

Leased to the Little Schuylkill Navigation Railroad and Coal Company, January 12, 1863, for ninty-nine years.

Sub-leased to the Philadelphia and Reading Railroad Company, July 7, 1868, for the remainder of term.

Lessee pays all expenses of operating, and to this company, as rental, a sum equal to six per cent. upon the capital stock and an additional sum not exceeding $2,000 per annum for state taxes and sundry expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$497,792 68	Capital stock, ...	$497,750 00
Cash and current assets, ...	17,777 48	Current liabilities, ...	17,820 16
Total, ...	$515,570 16	Total, ...	$515,570 16

EMPLOYES AND SALARIES.

General officers, ...	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	2	2
Number iron.	7	7
Number wooden, ...	12	12
Trestles:		
Number.	1	1
Aggregate length (feet), ...	3,403	3,403
Gauge of track, ...		4 ft. 8½ in.

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 21, 1857.
By what authority incorporated: Act of Mareh 9, 1856, and supplements.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
George DeB. Keim,	Philadelphia,	Second Monday in January,	1893.
A. J. Antelo,	Philadelphia,	do.	do.
Thomas Dolan,	Philadelphia,	do.	do.
Thomas Hart, Jr.,	Philadelphia,	do.	do.
B. Borie,	Philadelphia,	do.	do.
James Boyd,	Norristown, Pa.,	do.	do.
Thomas Cochran,	Philadelphia,	do.	do.
George D. Stetzel,	Reading, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.
Controller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Pennsylvania Railroad Company.	Reading, Pa.,	Allentown, .	Philadelphia and Reading railroad.	36	36

Leased May 19, 1865, to the Philadelphia and Reading Railroad Company for 999 years.

Lessee pays dividend 6 per cent. per annum on capital stock, all taxes and the interest on mortgage bonds.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,905,586 01	Capital stock,	$1,730,450 00
Sundries,	481,540 82	Funded debt,	495,000 00
		Current liabilities,	45 89
		Profit and loss,	161,630 94
Total,	$2,387,126 83	Total,	$2,387,126 83

EMPLOYES AND SALARIES.

General officers,	4

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	13	13
Number iron,	8	8
	21	21

Gauge of track, 4 ft. 8½ in.

EASTON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 28, 1889.

By what authority incorporated: General laws. Act of April 4, 1868, and supplements.

Operated by Bangor and Portland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne,	Philadelphia,	May 31, 1893.
Henry A. Sage,	Easton, Pa.,	do.
Frank Reeder,	Easton, Pa.,	do.
F. Green,	Easton, Pa.,	do.
S. S. Messinger,	Tatany, Pa.,	do.
Robert H. Sayre,	South Bethlehem, Pa.,	do.
Warren A. Wilbur,	South Bethlehem, Pa.,	do.
Rollin H. Wilbur,	South Bethlehem, Pa.,	do.
Henry S. Drinker,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 25, 1892.

Postoffice address of general office: Easton, Pa.

Postoffice address of operating company: Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John T. Knight,	Easton, Pa.
Secretary,	Fred. Green,	do.
Treasurer,		
Chief Engineer,	Peter Brady,	do.
General Solicitor, Attorney or Counsel,	Frank Reeder,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Easton and Northern,	Easton, . . .	Ashland, . .	Bangor and Portland, . . .	8	8
Total mileage, . .	. . . . .	. . . . .	. . . . .	8	8

Rental contract of percentage on gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$263,665 93	Capital stock.	$200.000 00
		Current liabilities, ...	63.665 93
Total, ...	$263,665 93	Total, ...	$263,665 93

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	3	3
Number iron, ...	8	8
Telegraph:		
Miles of line owned by this company, ...	8	. . . . .
Miles of wire owned by this company, ...	8	. . . . .

Gauge of track, ... 4 ft. 8½ in.

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: April 17, 1860.

By what authority incorporated: Originally the Williamsport and Elmira Railroad Company, under special acts of the State of Pennsylvania June 9, 1832, April 15, 1835, June 20, 1839 April, 14, 1843, March 26, 1846, April 5, 1849, April 30, 1850 and by the State of New York April 8, 1850.

Foreclosed and reorganized April 17, 1860, under the name of the Elmira and Williamsport Railroad Company, under special act of the State of Pennsylvania March 12, 1860.

Operated by the Northern Central Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Read Fisher,	Philadelphia,	May 1, 1893.
Lewis P. Geiger,	Philadelphia,	do.
Wm. D. Neilson,	Philadelphia,	do.
Henry A. Fonda,	Milton, Pa.,	do.
Murray Gorgas,	Philadelphia.	do.
Conrad Diehl,	New York,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 308 Walnut street, Philadelphia.

Postoffice address of operating company: The Northern Central Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas Neilson,	Philadelphia.
Secretary, Treasurer,	Lewis P. Geiger.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Elmira and Williamsport,	Williamsport, Pa.,	Elmira, N. Y.	The Northern Central Railway Company.	75.5	69

The Elmira and Williamsport railroad is leased for 999 years from May 1, 1863, to the Northern Central Railroad Company, under contract April 16, 1863.

The terms of this lease provide for the payment of interest on the funded debt of the Elmira and Williamsport Railroad Company, and annual dividends of seven per cent. on its preferred stock and five per cent. on its common stock, less taxes, and $3,000 per annum for organization expenses.

All improvements, betterments, etc., to be made by the lessee at their own expense.

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Elmira and Williamsport Railroad Company preferred stock, 75 shares,	$3,750 00	$237 75
Elmira and Williamsport Railroad Company common stock, 5 shares,	250 00	11 64
Total,	$4,000 00	$249 39

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road,	$2,218,000 00		Capital stock,	$1,000,000 00	
Cost of equipment,	352,000 00		Funded debt,	1,570,000 00	
		$2,570,000 00			$2,570,000 00
Stocks of other companies owned	$3,309 39		Current liabilities,		30,095 00
Cash and current assets,	38,406 29		Accrued interest on funded debt not yet payable,		7,125 00
		41,715 68	Profit and loss,		4,495 68
Total,		$2,611,715 68	Total,		$2,611,715 68

EMPLOYES AND SALARIES.

General officers, 2; total yearly compensation, $3,200.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The lessee may pay off or renew at maturity.

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.

By what authority incorporated: Act of 1868 and supplement of 1874.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry Auchn,	Emporium, Pa.,	Third Tuesday in January.
Joseph Kaye,	do.	do.
Josiah Howard,	do.	do.
B. W. Green,	do.	do.
George A. Walker,	do.	do.
H. C. Olmsted,	do.	do.
J. D. Logan,	do.	do.

Date of last meeting of stockholders for election of directors: March 10, 1892.

Postoffice address of general office: Emporium, Pa.

Postoffice address of operating Company: Emporium, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry Auchn,	Emporium, Pa.
Vice President,	George A. Walker,	Emporium, Pa.
Secretary,	Josiah Howard,	Emporium, Pa.
Treasurer,	H. A. Cox,	Emporium, Pa.
Chief Engineer,	E. H. Welch,	Lock Haven, Pa.
General Solicitor, Attorney or Counsel,	B. W. Green,	Emporium, Pa.
General Manager,	Joseph Kaye,	Emporium, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74,201 50	Capital stock,	$85,000 00
Cost of equipment,	13,813 78	Current liabilities,	10,285 07
Cash and current assets,	9,836 15	Profit and loss,	2,566 36
Total,	$97,851 43	Total,	$97,851 43

Road not yet opened for general traffic.

ERIE AND PITTSBURG RAILROAD COMPANY.

Date of organization: June 28, 1858.

By what authority incorporated: Special act of the Legislature of Pennsylvania, passed April 1, 1858. Supplementary act of the Legislature of Pennsylvania, passed April 28, 1858.

Operated by the Pennsylvania Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles H. Strong,	Erie, Pa.	Second Monday in January, 1893.
Joseph McCarter,	Erie, Pa	do. do.
Matthew H. Taylor,	Erie, Pa.,	do. do.
Charles S. Fairchild,	New York, N. Y.,	do. do.
George B. Roberts,	Philadelphia,	do. do.
James McCrea	Pittsburg,	do. do.
William Brewster,	Erie, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Erie, Pa.

Postoffice addresss of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles H. Strong,	Erie, Pa.
Vice President,	Joseph McCarter,	do.
Secretary, Treasurer,	William Brewster,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Erie and Pittsburg railroad,	Girard,	Newcastle.	Pennsylvania Company,	81	81
Erie and Pittsburg railroad,	Dock Junction,	Harbor of Erie.	Pennsylvania Company,	3.47	3.47
			Total,		84 47

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine (999) years from March 1, 1870. The lease was assigned by the said Pennsylvania Railroad Company to the Pennsylvania Company, by which latter company the Erie and Pittsburg railroad is now operated.

Terms of the lease: Rental, seven per centum per annum on the capital stock of the company, the annual interest on the bonded indebtedness of the company, all taxes and the sum of twenty-five hundred dollars ($2,500) per annum towards the expenses of maintenance of the organization of the company.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Jamestown and Franklin Railroad Company,	$13,000 00	7 per cent.	$910 00
Shenango and Allegheny Railroad Company,	6,000 00	7 per cent.	Not any.
*Pittsburg, Shenango and Lake Erie Railroad Company ($9,000.00),		5 per cent.	450 00
Total,	$19,000 00		$1,360 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Erie and Pittsburg Railroad Company.	$200 00	7 per cent.	$14 00
Less state tax (for 1891),			70
Total.	$200 00		$13 30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,192,148 79	Capital stock,	$1,998,400 00
Cost of equipment,	1,895,725 18	Funded debt,	3,395,200 00
Bonds of other companies owned (par value, $19,000.00),	14,235 88	Current liabilities,	14,744 60
Mercer Coal Company,	8,675 00		
Cash assets,	2,560 58		
Betterments,	111,313 96		
Erie Extension canal,	155,000 00		
Sundries,	1,365 41		
Profit and loss,	27,319 80		
Total,	$5,408,344 60	Total,	$5,408,344 60

EMPLOYES AND SALARIES.

Secretary and Treasurer, 1; total yearly compensation, ... $2,500 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By mortgage upon all its property, income and franchise.

* Sold since payment of interest.

ERIE AND PITTSBURG RAILROAD—PENNSYLVANIA COMPANY OPERATING.

See report of Pennsylvania Company operating.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From—	To—		
Erie and Pittsburg railroad,	Newcastle, Pa.,	Girard Junction, Pa.,	81	84.47
Dock branch at Erie, Pa.,	Junction with main line,	State Street, Erie, Pa.,	3.47	
*Lake Shore and Michigan Southern railway,	Girard Junction, Pa.,	Erie, Pa.,	16.74	16.74
Total mileage operated,			101.21	101.21

CONTRACTS, AGREEMENTS, ETC.

Express.—The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails.—The compensation for the transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or Transportation Companies or Lines.—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies.—Rentals are received and paid under contracts with other companies.

Telegraph Companies.—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished. It receives a proportion of telegraph receipts and pays a proportion of the expenses.

Other Contracts.—The Union News Company pays a fixed rental for privileges granted over this road.

* Used jointly under trackage rights.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	5	$10,029 26	
General office clerks,	21	16,488 33	$2 48
Station agents,	19	13,426 56	1 93
Other station men,	42	24,833 40	1 62
Enginemen,	38	44,515 34	3 08
Firemen,	40	26,647 08	1 77
Conductors,	32	35,287 86	2 47
Other trainmen,	91	62,079 88	1 92
Machinists,	14	10,285 80	2 29
Carpenters,	30	20,469 10	2 33
Other shopmen,	135	71,980 66	1 73
Section foremen,	24	12,382 50	1 65
Other trackmen,	125	58,799 00	1 32
Switchmen, flagmen and watchmen,	19	7,870 10	1 10
Telegraph operators and dispatchers,	12	8,018 78	1 76
All other employes and labors,	23	11,569 80	1 80
Total,	670	$434,683 45	$1 88
Distribution of above:			
General administration,	26	$26,517 59	$3 15
Maintenance of way and structures,	149	71,181 50	1 37
Maintenance of equipment,	179	102,735 56	1 87
Conducting transportation,	316	234,248 80	2 01
Total,	670	$434,683 45	$1 88
Employes in Pennsylvania:			
Total number of employes in Pensylvania,	670	$434,883 45	$1 88

CHARACTERISTIC OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	6	6
Number iron,	16	16
Number wooden,	21	21
Trestles:		
Number,	24	24
Aggregate length (feet),	3,047	3,047
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	81	81
Miles of wire operated by this company,	195.4	195.4
Miles of line operated by Western Union Telegraph Company, jointly with this company,	81	81
Miles of wire operated by Western Union Telegraph Company,	139.4	139.4

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road. Star Union Line.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.

By what authority incorporated: Act of general assembly of Pennsylvania, approved 8th June, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John B. Smith,	Dunmore, Pa.,	Next annual election, June, 1893.
Edwin H. Mead,	1 Broadway, New York,	do. do.
John King,	21 Cortlandt street,	do. do.
Eben B. Thomas,	21 Cortlandt street,	do. do.
A. H. McClintock,	Wilkesbarre, Pa.,	do. do.
George H. Catlin,	Scranton, Pa.,	do. do.
Samuel Hines,	Scranton, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: June 7, 1892.

Postoffice address of general office: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John B. Smith,	Dunmore, Pa.
Vice President,	A. H. McClintock,	Wilkesbarre, Pa.
Secretary,	M. B. Mead,	1 Broadway, New York.
Treasurer,	George B. Smith,	Dunmore, Pa.
Chief Engineer,	A. D. Blackinton,	Dunmore, Pa.
Auditor,	William Gillmore,	Dunmore, Pa.
General Passenger Agent,	W. E. Street,	1 Broadway, New York.
General Ticket Agent,		
General Freight Agent,		
General Superintendent,	George B. Smith,	Dunmore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Erie and Wyoming Valley,	Hawley,	Port Blanchard,	48
Scranton branch,	Main line,	Scranton,	4
Brownville branch,	Main line,	Brownville breaker,	1
Old Forge branch,	Main line,	Old Forge breaker,	1
Wyoming Junction branch,	Avoca,	Wyoming Junction,	2
Gypsy Grove branch,	Winton branch,	Gypsy Grove breaker,	3
No. 6 Breaker branch,	Main line,	No. 6 breaker,	1
Barnum Breaker branch,	Main line,	Barnum breaker,	.50
Maplewood branch,	Main line,	Lake Henry,	.50
Jones Lake branch,	Main line,	Lake Ariel,	.25
Total mileage operated,			62.25

STOCKS OWNED.

People's Street Railway Company of Luzerne County (total par value),	$1,000 00

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road,	$5,305,456 21		Capital stock,	$1,500,000 00	
Cost of equipment,	115,196 99		Funded debt,	3,000,000 00	
Stocks of other companies owned,	1,000 00		Current liabilities,	659,949 02	
		$5,421,653 20			$5,159,949 02
Cash and current assets,		88,058 78	Profit and loss,		349,762 96
Total,		$5,509,711 98	Total,		$5,509,711 98

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$11,400 00	. . . . .
General office clerks,	3	3,570 00	$3 80
Station agents,	13	6,784 10	1 80
Other station men,	33	19,165 32	1 88
Engincmen,	32	32,625 28	3 40
Firemen,	33	17,462 97	1 90
Conductors,	18	14 224 25	2 55
Other trainmen,	60	31,667 50	1 85
Carpenters,	2	1,035 44	2 83
Other shopmen,	9	4,825 38	1 85
Section foremen,	16	9,159 58	1 85
Other trackmen,	113	36,180 46	1 10
Switchmen, flagmen and watchmen,	15	6,153 76	1 35
Telegraph operators and dispatchers,	19	10,324 04	1 72
All other employes and laborers,	27	11,297 70	1 33
Total,	399	$215,875 78	$1 82
Distribution of above:			
General administration,	9	$14,970 00	$5 31
Maintenance of way and structures,	127	44,600 25	1 24
Maintenance of equipment,	9	4,825 38	1 85
Conducting transportation,	254	151,480 15	2 00
Total,	399	$215,875 78	$1 82

CHARACTERISTICS OF ROAD.

Bridges :	
Number stone,	4
Number iron,	27
Number wooden,	3
Trestles :	
Number,	3
Aggregate length,	545
Telegraph :	
Miles of line owned by this company,	45
Miles of wire owned by this company,	45
Miles of line operated by this company,	45
Miles of wire operated by this company,	45
Gauge of track,	4 ft. 8½ in.

FALLS CREEK RAILROAD COMPANY.

Date of organization: July 11, 1889.
By what authority incorporated: General laws and supplements thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. K. Wick,	Argentine, Pa.,	July 22, 1892.
F. A. Bell,	Buffalo, N. Y.,	do.
R. H. Williams,	Oak Ridge, Pa.,	do.
Frank Morrison,	Sharon, Pa.,	do.

Date of last meeting of stockholders for election of directors: July 22, 1891.
Postoffice address of general office: Falls Creek, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. K. Wick,	Argentine, Pa.
Vice President,	R. H. Williams,	Oak Ridge, Pa.
Secretary,	Frank Morrison,	Falls Creek, Pa.
Treasurer,	John R. Williams,	Buffalo, N. Y.
Auditor,	George D. Adams,	Buffalo, N. Y.
General Freight Agent,	Frank Morrison,	Falls Creek, Pa.
General Superintendent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Falls Creek railroad,	Falls Creek, Pa.	Loudon mines,	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$27,196 89	Capital stock,	$30,000 00
Cost of equipment,	2,299 74	Current liabilities,	3,003 61
Cash and current assets,	3,811 38	Profit and loss,	304 40
Total,	$33,308 01	Total,	$33,308 01

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen,	1	$960 00	$3 07
Other trainmen	2	693 49	1 60
Section foremen,	1	480 00	1 60
Other trackmen,	3	1,006 07	1 35
Switchmen, flagmen and watchmen,	1	514 72	1 50
Total,	8	$3,654 28	
Distribution of above:			
Maintenance of way and structures,		$1,322 76	
Maintenance of equipment,		576 82	
Conducting transportation,		1,754 70	
Total,		$3,654 28	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	8		

CHARACTERISTICS OF ROAD.

Bridges:
Number wooden, ... 1

Gauge of track, ... 4 ft. 8½ in.

FAYETTE COUNTY RAILROAD COMPANY.

Operated by the Pittsburg and Connellsville Railroad Company; now operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
E. B. Dawson.	Uniontown, Pa.	Nathaniel Ewing.	Uniontown, Pa.
Dr. F. C. Robinson,	do.	J. V. Thompson,	Uniontown, Pa.
Wm. L. Robinson,	do.	Jacob M. Beeson,	Hopwood, Pa.
John K. Ewing,	do.		

Date of last meeting of stockholders for election of directors: May 5, 1879.

Post office address of general office: Uniontown, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Dawson,	Uniontown, Pa.
Secretary, Treasurer,	J. V. Thompson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Fayette County Railroad Company.	Uniontown, . .	Connellsville,	Pittsburg and Connellsville Railroad Company.	12⅝	12⅝

The Fayette County Railroad Company is leased to the Pittsburg and Connellsville Railroad Company for ninty-nine years from November 1, 1864, and all questions not answered by us are supposed to fall to it.

FERNEY MOUNTAIN RAILROAD COMPANY.

Date of organization: January, 1890; chartered July 1, 1890.

By what authority incorporated: Formation and regulation of corporations in Pennsylvania, 1874, 1889. Pages 388 and 389 Brightly's Digest.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Daniel Shepp,	Tamaqua, Pa.,	July 1, 1893.
M. M. MacMillan,	Mahanoy City, Pa.,	do.
John J. Hursh,	Tamaqua, Pa.,	do.
Wm. Boyer,	Lock Haven, Pa.,	do.
Israel Boyer,	Lock Haven, Pa.,	do.
L. F. Fritsch,	Tamaqua, Pa.,	do.
W. Jones,	Tamaqua, Pa.,	do.
F. P. Spiece,	Tamaqua, Pa.,	do.
Jas. F. Fisher,	Tamaqua, Pa.,	do.

Date of last meeting of stockholders for election of directors: July 1, 1892.

Postoffice address of general office: Mahanoy City.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Daniel Shepp,	Tamaqua, Pa.
Vice President,	M. M. MacMillan,	Mahanoy City, Pa.
Secretary,	L. F. Fritz,	Tamaqua, Pa.
Treasurer,	John J. Hursh,	Tamaqua, Pa.
General Manager,	M. M. MacMillan,	Mahanoy City, Pa.
General Passenger Agent,	Wm. R. Jones,	Tamaqua, Pa.
General Ticket Agent,	F. P. Spiece,	Tamaqua, Pa.
General Superintendent,	Wm. Boyer,	Lock Haven, Pa.
Division Superintendent,	Israel Boyer,	Lock Haven, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ferney Mountain Railroad Company, . . .	Ferney, ...	Waterville, ...	21	21

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$16,819 20	Capital stock.	$20,000 00
Cost of equipment, ...	6,127 19	Profit and loss, ...	2,946 39
Total.	$22,946 39	Total, ...	$22,946 39

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks.	1	$750 00	. . . . .
Enginemen, ...	2	. . . . .	$2 00
Firemen.	2	. . . . .	1 50
Conductors.	1	. . . . .	2 00
Other trainmen, ...	4	. . . . .	1 50
Section foremen.	1	500 00	. . . . .
Other trackmen, ...	4	. . . . .	1 00
Total, ...	15	$1,250 00	. . . . .
Employes in Pennsylvania: Total number of employes in Pennsylvania.	15	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden, ...	2	2
Number combination.	1	1
Trestles:		
Number, ...	1	1
Aggregate length (feet), ...	27	. . . . .

Gauge of track, ... 3 ft. 6 in.

10-11-92.

GETTYSBURG AND HARRISBURG RAILWAY COMPANY.

Date of organization: July 16, 1891.

By what authority incorporated: General railroad laws, Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies: The Gettysburg and Harrisburg Railway Company formed July 16, 1891, by consolidation of the Gettysburg and Harrisburg railroad and South Mountain Railway and Mining Company, the former company chartered in 1883 and the latter in 1877.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. H. Loomis	Philadelphia.	Second Monday in January, 1893.
J. M. Landis	do.	do.
R. Weston	do.	do.
C. C. Midwood	do.	do.
H. T. Naisby	do.	do.
R. Tull	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	W. R. Taylor	do.
Treasurer	W. A. Church	do.
Comptroller	D. Jones	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Gettysburg and Harrisburg Railway Company.	Carlisle, Pa. Gettysburg, Pa.,	Gettysburg, Pa. Round Top, Pa.,	31.60 3	31.60 3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,207,121 28	Capital stock	$600,000 00
Cash and current assets	358 49	Funded debt	573,000 00
Materials and supplies	111 93	Current liabilities	78,528 48
Profit and loss	51,309 28	Accrued interest on funded debt not yet payable	7,372 50
Total	$1,258,900 98	Total	$1,258,900 98

IMPORTANT CHANGES DURING THE YEAR.

Company formed by merger of the Gettysburg and Harrisburg railroad and South Mountain Railway and Mining Company on July 16, 1891.

CONTRACTS, AGREEMENTS, ETC.

United States mails, rate per mile.

EMPLOYES AND SALARIES.

CLASS	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	. . . . .	. . . . .
Station agents,	12	$3,996 00	$1 07
Other station men,	9	3,063 00	1 10
Enginemen,	2	1,896 48	3 02
Firemen,	2	1,141 92	1 83
Conductors,	2	1,700 40	2 72
Other trainmen,	7	3,653 52	1 67
Carpenters,	1	348 00	1 50
Section foremen,	7	3,520 00	1 50
Other trackmen	30	9,360 00	1 00
Switchmen, flagmen and watchmen,	2	672 00	1 08
Telegraph operators and dispatchers,	3	1,200 00	1 35
All other employes and laborers,	4	1,212 80	98
Total,	85	$31,763 00	$1 25
Distribution of above:			
General administration,	4	. . . . .	. . . . .
Maintenance of way and structures,	38	$13,228 00	$1 11
Conducting transportation,	43	18,535 00	1 39
Total.	85	$31,763 00	$1 19
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	85	$31,763 00	$1 19

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	3	3
Trestles:		
Number,	34	34
Aggregate length (feet),	2,753	2,753
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company.	31.6	31.6
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	45.1	45.1
Gauge of track,		4 ft. 8½ in.

GRASSY ISLAND RAILROAD COMPANY.

Date of organization: October 19, 1887.

By what authority incorporated: Under act of assembly entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

Not yet completed owing to a contest over a grade crossing; has never been used in any part up to the present time.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. J. Albright	Buffalo, N. Y.	January 3, 1893.
W. T. Smith	Scranton, Pa.	do.
James Archbald	Scranton, Pa.	do.
Alfred Hand	Scranton, Pa.	do.
Thomas Sprague	Scranton, Pa.	do.
Jos. A. Archbald	Pottsville, Pa.	do.
James Archbald, Jr.	Scranton, Pa.	do.

Date of last meeting of stockholders for election of directors: July 12, 1892.

Postoffice address of general office: Third National Bank building, Scranton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. T. Smith	Scranton, Pa.
Secretary	Thomas Sprague	do.
Treasurer	Thomas Sprague	do.
General Superintendent	James Archbald, Jr.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Grassy Island railroad	Near Jessup, Lackawanna county.	Near Winton	1	1

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$9,703 70	Capital stock	$10,000 00
Cash and current assets	296 30		
Total	$10,000 00	Total	$10,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	2	2
Aggregate length (feet)	1,500	1,500
Gauge of track	4 ft. 8½ in.	

HANOVER AND YORK RAILROAD COMPANY.

Date of organization: July 9, 1873.
By what authority incorporated: Special act April 21, 1872.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	January 9, 1893.
W. H. Barnes,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Geo. D. Klinefelter,	Hanover, Pa.,	do.
Isaac Loucks,	Hanover, Pa.,	do.
Michael Schall,	York, Pa.,	do.
Geo. P. Smyser,	York, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John S. Young,	Hanover, Pa.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer.	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Hanover and York railroad,	Hanover,	York,	Pennsylvania Railroad Company.	18.35	18.35

Lease to Pennsylvania Railroad Company, dated April 8, 1875, to continue until expiration of charter of Hanover and York Railroad Company, April 21, 1893, and to be extended on renewal of charter.

Rental, net earnings.

BONDS OWNED.

Littlestown Railroad Company (total amount held),	$40,000 00

STOCKS OWNED.

Littlestown Railroad Company (total par value),	$33,800 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$371,826 48	Capital stock	$224,250 00
Bonds of other companies owned	40,000 00	Funded debt	191,100 00
Stocks of other companies owned	55,639 00	Current liabilities	18,992 50
Cash and current assets	26,184 58	Profit and loss	59,307 56
Total	$493,650 06	Total	$493,650 06

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	3	3
Number wooden	3	3
Trestles:		
Number	1	1
Aggregate length (feet)	180	180
Telegraph:		
Miles of line owned by this company	18.6	18.6
Miles of wire owned by this company	37.2	37.2
Miles of line operated by Pennsylvania Railroad Company, lessee	18.6	18.6
Miles of wire operated by Pennsylvania Railroad Company, lessee	37.2	37.2

Gauge of track, ... 4 ft. 9 in.

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Date of organization: Charter approved June 9, 1832.

By what authority incorporated: Special act June 9, 1832; acts February 18, 1834, March 11, 1835, March 17, 1836, March 31, 1837, March 17, 1838, June 27, 1839, May 7, 1841, March 17, 1845, March 16, 1848, April 7, 1848, January 26, 1849, April 9, 1852, April 2, 1853, April 22, 1854, April 4, 1856, April 11, 1856, April 1, 1864, April 11, 1866.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edmund Smith	Philadelphia	September 2, 1892
George B. Roberts	Philadelphia	do.
James Young	Middletown, Pa.	do.
N. Parker Shortridge	Wynnewood, Pa.	do.
Lewis Elkin	Philadelphia	do.
A. J. Cassatt	Philadelphia	do.
John P. Green	Philadelphia	do.
Enoch Lewis	Philadelphia	do.
Thomas Williams, Jr.	Philadelphia	do.

Date of last meeting of stockholders for election of directors: September 4, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edmund Smith,	Philadelphia.
Secretary, Treasurer,	Taber Asbton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad.	Dillerville,	Harrisburg,	Pennsylvania Railroad Company.	35.59	35.59
Branch.	Columbia,	Middletown,	Pennsylvania Railroad Company.	18.15	18.15
Total mileage,				53.74	53.74

Lease for 999 years from January 1, 1861, rental is equal to the dividend on the capital stock, 7 per cent. interest on funded debt, 4 per cent. taxes on capital stock and bonds, and an organization fund of $2,000.00 per annum.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Pennsylvania Railroad Company,	$65,600 00	6 per ct.	$3,936 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,881,210 09	Capital stock,	$1,182,550 00
Stocks of other companies owned,	67,457 22	Funded debt,	700,000 00
Cash and current assets,	60,385 58	Current liabilities,	58,847 25
		Profit and loss,	67,655 64
Total,	$2,009,052 89	Total,	$2,009,052 89

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$1,700 00
Total,	2	$1,700 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	12	12
Number iron	25	25
Number wooden	1	1
Tunnels:		
Number	1	1
Maximum length (feet)	162	162
Minimum length (feet)	162	162
Aggregate length of all tunnels (feet)	162	162
Telegraph:		
Miles of line owned by this company	28.14	28.14
Miles of wire owned by this company	331.91	331.9
Miles of line operated by Pennsylvania Railroad Company, lessee	62.73	62.73
Miles of wire operated by Pennsylvania Railroad Company, lessee	331.91	331.91

Gauge of track, ... 4 ft. 9 in.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

Date of organization: May 6, 1852.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Long	Philadelphia	February, 1893.
Jacob Naylor	Philadelphia	do.
William Bault	Philadelphia	do.
Johns Hopkins	Philadelphia	do.
James Whitaker	Philadelphia	do.
Thomas R. Patton	Philadelphia	do.
Samuel Bancroft, Jr.	Wilmington, Del.	do.
Samuel Heilner	Philadelphia	do.
Lewis A. Riley	Philadelphia	do.
George H. Colket	Philadelphia	do.
Robert H. Crozer	Upland, Delaware co., Pa.	do.
William H. Shallcross	Philadelphia	do.

Date of last meeting of stockholders for election of directors: February 2, 1892.

Postoffice address of general office: Manhattan Life Building, S. E. cor. Walnut and Fourth streets, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Spencer M. Janney	Philadelphia.
Secretary, Treasurer	J. P. Donalson	Philadelphia.
General Solicitor, Attorney or Counsel	James W. Paul	Philadelphia.
General Manager	George F. Gage	Huntingdon, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent	George F. Gage	Huntingdon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line Huntingdon and Broad Top Railroad,	Huntingdon,	Mt Dallas,	45
Shoup's branch,	Saxton,	Fisher Colliery,	7.8
Six Mile Run branch,	Riddlesburg,	Edge Hill,	3.9
Sunday Run branch,	Hopewell,	Cumberland colliery,	2.7
Long's Run branch (of Sunday Run branch),	Long's Run Junction,	Kearney,	2.6
Total mileage,			62

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 22 cents per 100 pounds.
United States Postoffice Department, $3,998.20 per annum.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$5,000 00	
	5	6,780 00	
General office clerks,	7	5,420 00	$2 50
Station agents, etc.,	29	12,231 50	1 35
Other station men,	4	1,512 89	1 20
Enginemen,	17	14,050 37	2 65
Firemen,	17	7,568 04	1 42
Conductors,	18	12,631 60	2 25
Other trainmen,	28	14,921 36	1 70
Machinists,	17	7,453 20	1 40
Carpenters,	30	15,801 54	1 68
Other shopmen,	50	14,239 10	1 00
Section foreman,	20	8,759 60	1 40
Other trackmen,	100	34,093 50	1 08
Switchmen, flagmen and watchmen,	7	2,461 15	1 12
All other employes and laborers,	13	7,140 21	1 75
Total,	363	$170,064 06	
Employes in Pennsylvania: Total number of employes in Pennsylvania,	363		

CHARACTERISTICS OF ROAD.

Bridges:
- Number iron, 18
- Number wooden, 40

Trestles:
- Number, 42
- Aggregate length (feet), 8,014

Telegraph:
- Miles of line owned by this company, 53
- Miles of wire owned by this company, 58
- Miles of line operated by this company, 53
- Miles of wire operated by this company, 58

Gauge of track, 4 ft. 9 in.

HUNTERS RUN AND SLATE BELT RAILROAD COMPANY.

Date of organization: June 8, 1891.
By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Fuller,	Pine Grove Furnace, Pa.	January 10, 1893.
Jay Cooke, Jr.,	122 South Fourth street, Philadelphia,	do.
Chas. D. Barney,	122 South Fourth street, Philadelphia,	do.
J. Horace Harding,	122 South Fourth street, Philadelphia,	do.
Jno. M. Butler,	119 South Fourth street, Philadelphia,	do.
B. J. Woodward,	715 Arch street, Philadelphia,	do.
Wm. H. Gibbons,	Coatesville, Pa.	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.
Postoffice address of general office: Pine Grove Furnace, Pa.
Postoffice address of operating company: Pine Grove Furnace, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. C. Fuller,	Pine Grove Furnace, Pa.
Secretary, Treasurer,	John M. Butler,	119 South Fourth street, Philadelphia.
Chief Engineer,	A. E. Lehman,	711 Walnut street, Philadelphia.
General Superintendent,	A. C. Givler,	Pine Grove Furnace, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Hunters Run and Slate Belt railroad.	Pine Grove Furnace.	Slate Belt,	5.50	5.50
South Mountain Railway and Mining Company,	Hunters Run.	Pine Grove Furnace.	8	8
Total mileage operated,			13.50	13.50

The Hunters Run and Slate Belt Railroad Company leases that portion of South Mountain Railway and Mining Company's line between Hunters Run and Pine Grove Furnace at a per annum rental.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$43,727 86	Capital stock,	$11,500 00
Cost of equipment,	8,990 00	Current liabilities,	43,098 73
Profit and loss,	1,880 87		
Total,	$54,598 73	Total,	$54,598 73

CONTRACTS, AGREEMENTS, ETC.

We have no contract with the Government. The Philadelphia and Reading Railroad Company simply allow us a portion of their receipts from the Government for the transportation of mails over our routes, which is included in their contract and territory. They allow us $60.71 per annum.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
President,	1	.....	.....
Treasurer,	1	.....	.....
Superintendent,	1	$458 37	.....
General office clerks,	1	23 80	$1 14
Station agents,	1	270 00	86
Enginemen,	2	510 51	1 54
Firemen,	2	421 01	1 27
Conductors,	1	409 58	1 27
Other trainmen,	1	33 19	1 27
Machinists,	3	228 90	1 75
Other shopmen,	1	162 59	1 27
Section foremen,	1	396 00	1 26
Other trackmen,	4	839 50	1 00
Total,	20	$3,752.45	$1 23.27
Distribution of above:			
General administration,	4	$481 17	$1 57.25
Maintenance of way and structures,	5	1,235 50	1 07.16
Maintenance of equipment,	4	391 49	1 15.51
Conducting transportation,	7	1,644 29	1 24
Total,	20	$3,752 45	$1 23.27
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	20	.....	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	3	3
Telegraph:		
Miles of line owned by this company,	8	8
Miles of wire owned by this company,	8	8
Miles of line operated by this company,	8	8
Miles of wire operated by this company,	8	8

Gauge of track, ... 4 ft. 9 in.

IRONTON RAILROAD COMPANY.

Date of organization: 1859.

By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Thomas,	Catasauqua, Pa.,	October, 1892.
Benj. G. Clark,	New York city,	do.
John Thomas,	Hokendauqua, Pa.,	do.
Edwin Mickly,	Hokendauqua, Pa.,	do.
John T. Knight,	Easton, Pa.,	do.
Wm. W. Marsh,	Schooley's Mountain, N. J.,	do.

Date of last meeting of stockholders for election of directors: 1891.

Postoffice address of general office: Easton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Thomas,	Catasauqua, Pa.
Secretary, Treasurer,	John T. Knight,	Easton, Pa.
General Superintendent,	William Andrews,	Allentown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ironton Railroad Company,	Coplay,	Ironton,	5.5	5.5
Ironton Railroad Company,	Junction,	Seigersville,	3.5	3.5
Total mileage operated,			9	9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$183,000 00	Capital stock,	$200,000 00
Cost of equipment,	17,000 00	Current liabilities,	6,896 54
Lands owned,	437 50	Profit and loss,	94,093 19
Cash and current assets,	100,552 23		
Total,	$300,989 73	Total,	$300,989 73

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$1,200 00	
General office clerks,	1	612 50	$1 96
Enginemen,	1	864 89	2 76
Firemen,	1	601 40	1 92
Other trainmen,	4	2,232 12	1 71
Machinists,	1	615 00	1 96
Section foremen,	1	600 00	1 91
Other trackmen,	10	2,861 00	91
Switchmen, flagmen and watchmen,	1	450 60	1 44
Total,	21	$10,037 52	
Distribution of above:			
General administration,	2	$1,812 50	
Maintenance of way and structures,	11	3,461 00	
Maintenance of equipment,	2	615 00	
Conducting transportation,	6	4,140 02	
Total,	21	$10,037 52	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	21		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	11	11
Gauge of track,		4 ft. 8½ in.

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, 1862.

By what authority incorporated: Special act, Commonwealth of Pennsylvania, An act to incorporate the Jamestown and Franklin Railroad Company, approved April 5, A. D. 1862; a supplement to said act approved March 9, A. D. 1863; further supplement approved April 19, 1864; a further supplement approved February 25, A. D. 1869.

If a consolidated company, name the constituent companies: Junction Railroad Company, charter in effect September 19, 1870, under general laws of the Commonwealth of Pennsylvania.

Consolidated with Jamestown and Franklin Railroad Company December 7, 1870.

Operated by the Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Newell,	Cleveland, O.,	January 9, 1893.
O. G. Getzen-Danner,	Cleveland, O.,	do.
James H. Reed,	Pittsburg,	do.
E. A. Walling,	Erie, Pa.,	do.
J. C. Cornwell,	Stoneboro, Pa.,	do.
Robt. P Cann,	Stoneboro, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Stoneboro, Pa.
Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Rasselas Brown,	Warren, Pa.
Secretary,	J. C. Cornwell,	Stoneboro, Pa.
Treasurer,	Robt. P. Cann,	Stoneboro, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Jamestown and Franklin railroad.	Jamestown, Pa.,	Oil City, Pa.,	Lake Shore and Michigan Southern Railway Company.	50.91	50.91

The Lake Shore and Michigan Southern Railway Company contracts to operate the railroad of the Jamestown and Franklin Railroad Company for the term of five (5) years from January 1, 1890.

The said Lake Shore company, at its own cost, is to maintain, manage, operate and keep in efficient public use the railroad of said Jamestown and Franklin company, with its structures and appurtenances, in all substantial respects, as if it (the Lake Shore company) were the owners thereof, and to furnish and keep in repair all motive power and rolling stock properly adapted and adequate for the business thereof, and to operate said railroad in connection with and as a part of its (said Lake Shore) system of roads, and to so adjust rates and conduct business so as to encourage, develop and increase both the local and through tariff upon said Jamestown and Franklin railroad. The fixing of rates and tariffs to be done by said Lake Shore company, but that it shall be done with a view to obtain the greatest practicable income and best net results to said Jamestown and Franklin company.

Said Lake Shore company to pay all taxes, except such taxes as may be imposed by State of Pennsylvania or United States upon tonnage, dividends on stocks or interest on bonds.

The Jamestown and Franklin company to keep up, at its own expenses, its corporate organization.

The said Lake Shore company to pay to said Jamestown and Franklin company thirty (30) per cent. of the gross income of said Jamestown and Franklin railroad.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$2,638,230 08	Capital stock,	$607,243 00	
Lands owned,	34,607 79	Funded debt,	798,000 00	
Cash and current assets,	8,352 54	Current liabilities,	1,226,185 68	
		Accrued interest on funded debt not yet payable,	2,916 67	
				$2,634,345 35
		Profit and loss,		46,845 06
Total,	$2,681,190 41	Total,		$2,681,190 41

CONTRACTS, AGREEMENTS, ETC.

All such contracts are made by the lessee.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
All other employes and laborers,	2	$750 00
Total,	2	$750 00
Distribution of above:		
General administration,	2	$750 00
Total,	2	$750 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	2	$750 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	9	9
Trestles:		
Number,	8	8
Aggregate length (feet),	722	722
Tunnels:		
Number,	1	1
Maximum length (feet),	925	925
Minimum length (feet),	925	925
Aggregate length of all tunnels (feet),	925	925
Telegraph:		
Miles of line owned by this company.*	51	51
Miles of wire owned by this company,	51	51
Miles of line operated by other companies,*	51	51
Miles of wire operated by other companies,	318	318
Gauge of track,		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: This company is not a member of any, all such lines operating over the line of this road do so under arrangements made with lessee, Lake Shore and Michigan Southern Railway Company.

* The fifty-one miles line reported as owned by this company and fifty-one miles of line operated by other companiess refer to same line of poles: we are not a joint owner of the line on which all wires are attached.

JEFFERSON RAILROAD COMPANY.

Date of organization: February 15, 1864.

By what authority incorporated: Special charter under act of April 28, 1851, confirmed by act of March 16, 1863, of Pennsylvania Legislature.

Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. Lowber Welsh,	Philadelphia,	Second Tuesday in June,	1893.
Eben F. Baker,	Philadelphia,	do.	do.
Samuel Hines,	Scranton, Pa.,	do.	do.
J. V. Darling,	Wilkesbarre, Pa.,	do.	do.
John King,	New York, N. Y.,	do.	do.
Eben B. Thomas,	New York, N. Y.,	do.	do.
A. R. MacDonough,	New York, N. Y.,	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in June, 1892.

Postoffice address of general office: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia.
Secretary.	A. R. MacDonough.	21 Cortlandt street, New York city.
Treasurer.	Edward White,	21 Cortlandt street, New York city.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$6,574,581 83	Capital stock,		$2,096,050 00
		Funded debt,		3,100,000 00
		Advances for construction:		
		Erie Railway Company,	$912,632 11	
		N. Y., L. E. & W. R. R. Co.,	465,899 72	
				1,378,531 83
Total,	$6,574,581 83	Total,		$6,574,581 83

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	10	10
Trestles:		
Number,	1	1
Aggregate length (feet)	530	530
Telegraph:		
Miles of line owned by this company,	39	39
Miles of wire owned by this company,	39	39
Miles of line operated by this company,	39	39
Miles of wire operated by this company,	39	39

Gauge of track, 4 ft. 8½ in.

JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1877, organized during that year.

By what authority incorporated: By an act of the Commonwealth of Pennsylvania, approved the fourth day of April, A. D., 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Bayard Henry,	Philadelphia,	Second Monday in April, 1893.
J. N. DuBarry,	do.	do. do.
Henry D. Welsh,	do.	do. do.
Chas. W. Henry,	do.	do. do.
N. Thouron,	do.	do. do.
Wm. A. Patton,	do.	do. do.
Samuel G. De Coursey,	do.	do. do.

Date of last meeting of stockholders for election of directors: April 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Bayard Henry,	Philadelphia.
Secretary, Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Johnsonburg Railroad Company.	Johnsonburg,	Clermont,	Pennsylvania Railroad Company.	19.69	19.69

The Johnsonburg Railroad Company is leased to the Pennsylvania Railroad Company for a period of fifty years from the eighth day of July, A. D. 1889, and is operated by that company under said lease, the terms of which provide that the lessee shall pay all operating expenses, including taxes, interest on equipment and organization expenses, the balance of net earnings to be paid to lessor and by it applied, first, to payment of interest on outstanding bonds; second to payment of five per centum per annum on outstanding capital stock, the balance to be divided equally between the lessee and lessor. The lessee reserves the right, under certain conditions, and upon giving six months' notice in writing of its intention so to do, to cancel and annul said lease, at any time, after the expiration of five years from the date thereof.

11-11-92.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$400,953 34	Capital stock,	$200,000 00
Lands owned,	3,700 00	Funded debt,	200,000 00
Profit and loss,	20,305 55	Current liabilities,	24,958 89
Total,	$424,958 89	Total,	$424,958 89

EMPLOYES AND SALARIES.

General officers,	2

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	9	9
Telegraph:		
Miles of line operated by this company,	20	20
Miles of wire operated by this company,	20	20
Miles of line operated by Pennsylvania Railroad Company, lessee,	20	20
Miles of wire operated by Pennsylvania Railroad Company, lessee,	20	20

Gauge of track, 4 ft. 9 in.

JONES LAKE RAILROAD COMPANY.

Date of organization: September 8, 1887.

By what authority incorporated: Act of General Assembly of Pennsylvania approved April 4, 1868.

Operated by the Erie and Wyoming Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
John B. Smith,	Dunmore, Pa.	George H. Catlin	Scranton, Pa.
George B. Tmith,	Dunmore, Pa.	Henry Beyea,	Dunmore, Pa.
A. D. Blackinton,	Dunmore, Pa.	S. B. Bulkley,	Dunmore, Pa.

Postoffice address of general office: Dunmore, Pa.

Postoffice address of operating company: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George H. Catlin,	Scranton, Pa.
Secretary,	A. D. Blackinton,	Dunmore, Pa.
Treasurer, Superintendent,	George B. Smith,	Dunmore, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Jones Lake railroad, . .	Lake Junction. .	Jones Lake. . . .	Erie and Wyoming Valley, . .	1.25

Leased and operated by the Erie and Wyoming Valley Railroad Company.

Rental $1,200.00 per year. Operating company to maintain the road, pay the taxes, etc.

JUNCTION RAILROAD COMPANY.

Date of organization: May 28, 1860.

By what authority incorporated: State of Pennsylvania, acts of May 3, 1860 (P. L. p. 780), March 23, 1861 (P. L. p. 177), April 26, 1864 (P. L. p. 609), April 11, 1862 (P. L. 1867, p. 1349), February 2, 1865 (P. L. p. 88).

Operated by Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts, ...	233 South Fourth street, Philadelphia, .	April 3, 1893.
N. Parker Shortridge, ...	Wynnewood, Montgomery county, Pa.,	do.
John P. Green, ...	233 South Fourth street, Philadelphia, .	do.
A. A. McLeod, ...	227 South Fourth street, Philadelphia. .	do.
J. N. DuBarry, ...	233 South Fourth street, Philadelphia, .	do.

Date of last meeting of stockholders for election of directors: April 4, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company and Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia; Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	George B. Roberts, . .	233 S. Fourth street, Philadelphia.
Secretary, ...	J. C. Sims, ...	233 S. Fourth street, Philadelphia.
Treasurer, ...	R. W. Smith, ...	233 S. Fourth street, Philadelphia.
General Solicitor, Attorney or Counsel, .	John Scott, ...	233 S. Fourth street, Philadelphia.
Comptroller, ...	R. W. Downing, ...	233 S. Fourth street, Philadelphia.
Assistant Comptroller, ...	M. Riebenack, ...	233 S. Fourth street, Philadelphia.
Superintendent, ...	W. J. Latta, ...	Broad Street Station, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Junction Railroad Company.	Belmont.	Thirty-fifth street. . .	1.89	1.89
	North end of Market street tunnel.	Gray's Ferry.	1.67	1.67
Total mileage operated.	. . . . .	. . . . .	. . . . .	3.56

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company run their trains over the Junction railroad, paying to the Junction railroad a certain rate per car per mile for trackage, the Junction Railroad Company paying the company moving the traffic for use of its motive power.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,034,829 40	Capital stock.	$250,000 00
Cash and current assets. . . .	81,926 08	Funded debt.	725,000 00
		Current liabilities.	15,075 86
		Profit and loss.	126,679 62
Total.	$1,116,755 48	Total.	$1,116,755 48

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	2	$1,800 00	. . . . .
General office clerks.	2	1,428 00	$1 95
Section foremen.	1	910 00	2 49
Other trackmen.	21	6,321 41	1 33
Switchmen, flagmen and watchmen.	8	4,612 49	1 58
Telegraph operators and dispatchers.	5	1,080 00	59
All other employes and laborers.	3	330 00	30
Total.	42	$16,481 90	$1 32
Distribution of above:			
General administration.	4	$3,228 00	$2 20
Maintenance of ways and structures.	25	7,561 41	1 21
Conducting transportation.	13	5,692 49	1 20
Total.	42	$16,481 90	$1 32
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	42	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	3	3
Tunnels:		
Number,	2	2
Maximum length (feet),	754	754
Minimum length (feet),	188	188
Aggregate length of all tunnels (feet),	942	942
Telegraph:		
Miles of line owned by this company,	1.67	1.67
Miles of wire owned by this company,	15.73	15.73
Miles of line operated by this company,	5.23	5.23
Miles of wire operated by this company,	19.29	19.29

Gauge of track, ... 4 ft. 9 in.

KENDALL AND ELDRED RAILROAD COMPANY.

Date of organization: April 4, 1878.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Calvin H. Allen,	Mills Building, New York city,	January 9, 1893.
Samuel G. DeCoursey,	242 South Third street, Philadelphia.	do.
Edward L. Owen,	71 Wall street, New York city,	do.
John D. Probst,	52 Exchange Place, New York city,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia.	do.
Wm. T. Tiers,	11 South Front street, Philadelphia.	do.
Geo. E. Bartol,	139 South Front street, Philadelphia.	do.

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: Buffalo, N. Y., 84 Exchange street.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Calvin H. Allen,	New York city.
Vice President,	Samuel G. DeCoursey,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kendall and Elwood Railroad Company.	Eldred.	Tarport.	Western New York and Pennsylvania Railroad Company.	18.28	18.28

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the Kendall and Eldred Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. M, page 261; also July 21, 1882, in deed book, Vol. 16, page 103.

Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 3 feet.

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization: Chartered March 25, 1884.

By what authority incorporated: General law of April 4, 1868.

If a consolidated company, name the constituent companies: Frankford Creek Railroad Company was consolidated with Kensington and Tacony Railroad Company April 14, 1891.

Frankford Creek Railroad Company organized March 17, 1890.

Operated by Pennsylvania railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	March 21, 1893.
W. H. Barnes,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 15, 1892.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: No. 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Kensington and Tacony railroad.	West end of Tacony y'd 450 ft. from S. line of Oxford street, Philadelphia,	465 feet east of Bridge street.	Pennsylvania Railroad Company.	1.83	1.83
	Connection with Philadelphia and Trenton R. R. at Tioga street.	200 ft. east of Venango street.		1.32	1.32
	Philadelphia and Trenton R. R. near Erie av.,	Frankford Creek,		.62	.62
Total mileage,				3.77	3.77

Leased to Pennsylvania Railroad Company, dated November 9, 1887, for five years from January 1, 1887. Renewed under agreement dated March 15, 1892, for one year from January 1, 1892, and thereafter from year to year, terminable upon six months notice.

Rental $30 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$296,189 48	Capital stock,	$200,000 00
Cash and current assets,	216 97	Current liabilities,	96,474 31
Profit and loss,	67 86		
Total,	$296,474 31	Total,	$296,474 31

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	3
Trestles:		
Number,	6	6
Aggregate length (feet),	3,308	3,308

Gauge of track, 4 ft. 9 in.

KINZUA RAILWAY COMPANY.

Date of organization: January 18, 1881.

By what authority incorporated: Under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	242 South Third street, Philadelphia,	January 9, 1893.
Calvin H. Allen,	Mills Building, New York city,	do.
Edward L. Owen,	71 Wall street, New York city,	do.
John D. Probst,	52 Exchange place, New York city,	do.
George E. Bartol,	139 South Front street, Philadelphia,	do.
William T. Tiers,	11 South Front street, Philadelphia,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Calvin H. Allen,	New York city.
Vice President,	Samuel G. DeCoursey,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua railway,	Kinzua Junction,	Kinzua.	Western New York and Pennsylvania Railroad Co.	14.04	14.04

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the Kinzua Railway Company of Pennsylvania.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, Vol. M, 252, also July 21, 1882, in deed book, Vol. 16, page 94, and in Warren county, Pennsylvania, February 15, 1882, in deed book No. 47, page 522.

Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track,	3 ft.
	4 ft. 8½ in.

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization: June 16, 1888.

By what authority incorporated: By an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the 8th day June, 1874."

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Campbell	Kane, Pa.	December 31, 1892.
J. W. Campbell	do.	do.
E. W. Campbell	do.	do.
C. A. Buchanan	do.	do.
C. D. Campbell	do.	do.
R. W. Smith	do.	do.
F. W. Reese	do.	do.

Date of last meeting of stockholders for election of directors: December 21, 1891.

Postoffice address of general office: Kane, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	G. W. Campbell	Kane, Pa.
Secretary, Treasurer	E. W. Campbell	do.
Chief Engineer	James W. Campbell	do.
Auditor	C. A. Buchanan	do
General Manager	John W. Campbell	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Creek and Kane Railroad Company.	Kane.	W. N. Y. & P. R. R. at Root Run.	13	13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$50,167 08	Capital stock	$65,600 00
Cost of equipment	22,397 47	Funded debt	8,500 00
Cash and current assets	8,135 28	Profit and loss	6,599 83
Total	$80,699 83	Total	$80,699 83

CONTRACTS, AGREEMENTS, ETC.

This agreement made December 31, 1891, between the Kinzua Creek and Kane Railroad Company, lessor, and G. W. Campbell & Sons, lessees, witnesses: That the lessor hereby leases, for the term of one year from January 2, 1892, all of the line of railroad of the lessor now constructed on the waters of the south branch of the Kinzua creek and at Kane, Pa., together with all switches, offices, engine houses, shops and rolling stock, consisting of twenty-three cars and one engine, with such other tools and appliances as are now on the line of said road and used in running the same.

In consideration whereof the said lessees agree to keep said road and appliances in proper repair and condition, and at their own expense operate the same during the said term, transport all freights that shall be placed thereon by the lessor, the lessor billing all cars and collecting all charges, provided that the freights of the lessees shall be billed and collected at the present schedule rates; and no freight charges shall be made against the lessees for logs run over that portion of the road below the North Kane Mill; and provided further, that the lessor shall allow an l pay to the lessees the sum of eight thousand dollars, for such service in transporting freights for the lessor during said term. The said sum to be deducted from charges against the lessors for freights, or paid in cash at the end of the term should such freight charges be insufficient to pay the said sum.

In order to make an intelligible report, the total expenses of the year, together with freight on logs of amount to equal (with the four thousand dollars for one-half year) the expenses of operating the last six months are put in this report.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	3	$1,200 00
General office clerks	1	135 38
Station agents	1	480 00
Enginemen	2	968 40
Firemen	2	694 02
Conductors	2	705 31
Other trainmen	4	1,222 21
Machinists		159 58
Carpenters	1	830 95
Section foremen	2	1,079 42
Other trackmen	10	3,805 91
Switchmen, flagmen and watchmen	1	354 51
Total	29	$11,635 69
Distribution of above:		
General administration		$1,335 38
Maintenance of way and structures		4,885 33
Maintenance of equipment		990 53
Conducting transportation		4,424 45
Total		$11,635 69

CHARACTERISTICS OF ROAD.

Bridges:	
Number of wooden	63
Gauge of track	4 ft. 9 in.

KINZUA VALLEY RAILROAD COMPANY.

Date of organization: March 30, 1889.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	242 South Third street, Philadelphia,	January 9, 1893.
Nicholas Thouron,	433 Chestnut street, Philadelphia,	do.
S. S. Bullis,	Olean, N. Y.,	do.
Franklin S. Buell,	84 Exchange street, Buffalo, N. Y.,	do.
Frank Rumsey,	84 Exchange street, Buffalo, N. Y.,	do.
Robt. Bell,	84 Exchange street, Buffalo, N. Y.,	do.
A. J. Thompson,	Titusville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia.
Vice President,	Nicholas Thouron,	Philadelphia.
Secretary, Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
General Solicitor, Attorney or Counsel,	Frank Rumsey,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Valley Railroad Company	Morrisons, Pa.,	Root Run, Pa.,	12.73	12.73

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$98,650 09	Capital stock,	$62,000 00
Cost of equipment,		Current liabilities,	1,459 48
Cash and current assets,	1,099 69	Profit and loss,	36,290 30
Total,	$99,749 78	Total,	$99,749 78

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$336 36	
General office clerks	1	720 00	$2 00
Station agents	1	420 00	1 16
Enginemen	1	900 00	2 50
Firemen	1	540 00	1 50
Conductors	1	720 00	2 00
Other trainmen	2	1,080 00	1 50
Section foremen	2	1,080 00	1 50
Other trackmen	12	4,350 00	1 20
Total	27	$10,146 36	$1 29
Distribution of above:			
General administration		$1,056 36	
Maintenance of way and structures		5,430 00	
Conducting transportation		3,660 00	
Total		$10,146 36	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	20		

CHARACTERISTICS OF ROAD.

Gauge of track	4 ft. 8½ in.

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, 1889.

By what authority incorporated: Under general railroad laws.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William H. Storrs	Scranton	Next election.
William R. Storrs	Scranton	do.
William F. Hallstead	Scranton	do.
George M. Hallstead	Scranton	do.
Garret Bogart	Scranton	do.
James W. Fowler	Scranton	do.
R. M. Bostwick	Montrose	do.
T. J. Davies	Montrose	do.
I. R. Cooley	Montrose	do.
W. H. Jessup	Montrose	do.
W. G. Parke	Montrose	do.
H. L. Beach	Montrose	do.

Date of last meeting of stockholders for election of directors: January 7, 1892.

Postoffice address of general office: Montrose, Pennsylvania.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. D. Lusk	Montrose, Pa.
Secretary and Auditor	Fred. F. Chambers	New York city.
Treasurer	Fred. H. Gibbens	New York city.
General Manager	W. F. Hallstead	Scranton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lackawanna and Montrose,	Junction with Delaware, Lackawanna and Western at Alford,	Montrose.	10.48	10.48

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$134,438 91	Capital stock, ...	$124,900 00
Cash and current assets.	3,169 70	Current liabilities, ...	7,337 63
		Scrip stock representing instalments paid on subscription to capital stock, ...	2,514 00
		Profit and loss, ...	2,856 98
Total.	$137,608 61	Total, ...	$137,608 61

IMPORTANT CHANGES DURING THE YEAR.

This road opened on August 24, 1891.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, ...	4	. . . . .	. . . . .
Station agents, ...	1	$513 46	$1 92
Other station men.	1	254 79	96
Enginemen, ...	1	770 19	2 88
Firemen, ...	1	477 01	1 73
Conductors, ...	1	770 19	2 88
Other trainmen, ...	2	882 69	1 50
Other shopmen, ...	1	240 00	1 54
Section foremen, ...	9	1,598 96	1 10
Other trackmen, ...	1	451 25	1 25
Total, ...	22	$5,958 54	. . . . .
Distribution of above:			
General administration, ...	4	. . . . .	. . . . .
Maintenance of way and structures, ...	10	$1,838 96	. . . . .
Conducting transportation, ...	8	4,119 58	. . . . .
Total, ...	22	$5,958 54	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	20	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

Trestles:

Number, ... 2

Aggregate length (feet), ... 760

Gauge of track, ... 4 ft. 8½ in.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Date of organization: June 24, 1869.

History of Organization.—The company is a consolidation of the following roads: The Buffalo and State Line railroad, extending from the city of Buffalo, in the State of New York, westward, to the state line of Pennsylvania (sixty-eight miles).

The Erie and North-East railroad, extending from the state line of Pennsylvania to the city of Erie, in the State of Pennsylvania (twenty miles).

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula railroad, extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio (ninety-five miles).

The Cleveland and Toledo railroad, extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio (one hundred and thirteen miles).

With a branch (or northern division) extending from Elyria (twenty-six miles west of Cleveland) to the city of Sandusky, in the State of Ohio (thirty-five miles).

Also, extending from Oak Harbor (twenty-six miles west of Sandusky) to Millbury, near Toledo (fifteen miles).

These two road last mentioned were consolidated under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana railroad, extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in State of Illinois (two hundred and forty-four miles).

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigah Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

This company owns and controls branches as follows: Elyria, Ohio, to Sandusky, Ohio (thirty-five miles). Oak Harbor, Ohio, to Millbury, Ohio (fifteen miles). Toledo, Ohio, to Elkhart, Indiana (Air Line, one hundred and thirty-three miles). Adrian, Michigan, to Jackson, Michigan (forty-six miles). Adrian, Michigan, to Monroe, Michigan (thirty-three miles).

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo railroad, extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan (sixty-five miles).

The Kalamazoo and White Pigeon railroad, extending from White Pigeon, Michigan, to Kalamazoo, Michigan (thirty-seven miles).

The following roads are operated by this company under leases:

The Jamestown and Franklin railroad, extending from Jamestown, Pennsylvania (where it connects with the Erie and Pittsburg railroad), to Oil City, Pennsylvania (fifty-one miles).

It is contemplated at an early day to construct the line from Jamestown to our main line at Ashtabula, Ohio. This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent. of the earnings.

We also operate the Kalamazoo, Allegan and Grand Rapids railroad, extending from Kalamazoo, Michigan, to Grand Rapids, Michigan (fifty-eight miles).

The terms of this lease are the payment of interest on bonds and stock amounting to $103,800 per annum.

That portion of our main line, from Toledo, Ohio, to Adrian, Michigan, thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of $30,000 per annum.

The whole number of miles of railroad owned and leased by this company is one thousand and thirteen.

The company has thirty-six miles of double track, mainly between Erie and Cleveland, and two hundred and thirty-nine miles of side tracks.

Of the $35,000,000 of stock issued, the sum of $533,500 is claimed to have been guaranteed by the late the Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock for dividends from 1857 to 1863, when the regular payments of dividends was commenced, which claim is in litigation.

The claim for back dividends has been released on 3,506 shares, leaving 1,829 unassented.

Bonded Debt.—The bonded debt of the company (including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of which roads is owned by this company) amounts to $22,283,000.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York, N. Y.,	May, 1893.
Darius O. Mills,	New York, N. Y.,	May, 1893.
James H. Reed,	Pittsburg, Pa.,	May, 1893.
Rasselas Brown,	Warren Pa.,	May, 1893.
William K. Vanderbilt,	New York, N. Y.,	May, 1894.
Samuel F. Barger,	New York, N. Y.,	May, 1894.
H. McK. Twombly,	New York, N. Y.,	May, 1894.
Charles M. Reed,	Erie, Pa.,	May, 1894.
John Newell,	Cleveland, Ohio,	May, 1895.
Edwin D. Worcester,	New York, N. Y.,	May, 1895.
John E. Burrill,	New York, N. Y.,	May, 1895.
Frederick K. Vanderbilt,	New York, N. Y.,	May, 1895
John DeKoven,	Chicago, Ill.,	May, 1895.

Date of last meeting of stockholders for election of directors: May 4, 1892.

Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	William K. Vanderbilt,	New York, N. Y.
President,	John Newell,	Cleveland, Ohio.
Vice President,		
Secretary,	Edwin D. Worcester.	New York, N. Y.
Treasurer,		
Treasurer. Local,	N. Bartelett,	Cleveland, Ohio.
Chief Engineer,	E. A. Handy,	Cleveland, Ohio.
General Solicitor, Attorney or Counsel,	George C. Greene,	Cleveland, Ohio.
Auditor,	Cyrus P. Leland,	Cleveland, Ohio.
General Manager,	John Newell,	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line owned.	Buffalo, ...	Erie.	88	
	Erie, ...	Cleveland.	95.50	
	Cleveland, ...	West end Toledo bridge, via Norwalk, ...	111.77	
	West end Toledo bridge,	Toledo, ...	1.10	
	Toledo.	Chicago, via Adrian. . .	244.12	
			540.49	44.06
Branch line owned, ...	Elyria Junction. . . .	Millbury Junction, via Sandusky.	72.95	
	Sandusky Pier, from Junction, ...	Old Depot.	3.72	
	Air Line Junction, . . .	Elkhart.	130.83	
	Lenawee Junction. . . .	Jackson.	41.98	
	Lenawee Junction, . . .	Monroe.	29.37	
	Ashtabula.	Ashtabula Harbor, . . .	2.33	
	Ashtabula.	Jamestown.	35.98	
	Junction with Dunkirk, Allegheny Valley and Pittsburg railroad at Dunkirk.	. . . . .	1.50	
			318.66	5.26
Line Operated under Lease, Contract and Otherwise.				
Detroit, Monroe and Toledo railroad.	Air Line Junction. . . .	Detroit.	62.26	
Kalamazoo and White Pigeon railroad.	White Pigeon, ...	Kalamazoo.	36.57	
Northern Central Michigan railroad, ...	Jonesville.	North Lansing.	61.14	
Detroit and Chicago railroad, . .	Detroit River Junction,	Fayette.	67.60	
Sturgis, Goshen and St. Louis railroad, ...	Goshen, ...	Findley.	35.81	
			263.48	
Kalamazoo, Allegan and Grand Rapids railroad.	Kalamazoo, ...	Grand Rapids.	58.42	
Jamestown and Franklin railroad.	Jamestown.	Oil City.	50.91	
Mahoning Coal Railroad.	Andover, ...	Youngstown.	38,31	
	Branch.	No. 9 Coal Bank. . . .	2.85	
	Branch, ...	Keel Ridge Coal Bank. .	.73	
	Sharon branch.	. . . . .	8.31	
Detroit, Hillsdale and Southwestern railroad.	. . . . .	. . . . .	65.20	
Fort Wayne and Jackson railroad,	. . . . .	. . . . .	97.83	
			322 56	53.17
Total mileage operated. . .	. . . . .	. . . . .	1,445.19	102.49

BONDS OWNED.

NAME.	Ledger valuation.	Total amount held.	Income or interest received.
Jamestown and Franklin railroad first mortgage.	$218,300 00	$251,000 00	$8,120 00
Jamestown and Franklin railroad second mortgage.	449,100 00	482,000 00	33,740 00
Total.	$667,400 00	$733,000 00	$41,860 00

STOCKS OWNED.

NAME.	Ledger valuation.	Total par value.	Rate.	Income or dividend received.
New York, Chicago and St. Louis railway first preferred,		$2,530,000 00	3 per cent.	$75,090 00
New York, Chicago and St. Louis railway second preferred,		6,275,000 00		
New York, Chicago and St. Louis railway common,	$8,447,746 94	6,240,000 00		
Pittsburg and Lake Erie railroad 40,001 shares,	2,675,696 27	2,000,050 00	6 per cent.	120,003 00
Cleveland, Lorain and Wheeling railroad preferred,		774,400 00	2 per cent.	15,488 00
Cleveland, Lorain and Wheeling railroad common,	752,800 00	169,100 00		
Mahoning Coal railroad preferred,		399,500 00	5 per cent.	19,975 00
Mahoning Coal railroad common,	568,585 00	865,900 00	5½ per cent.	47,624 50
Merchants' Dispatch Transportation Company,	575,700 00	575,700 00	6 per cent.	34,542 00
Detroit, Monroe and Toledo railroad,	414,110 00	414,000 00		
Jamestown and Franklin railroad,	320,000 00	400,000 00		
Swan Creek railroad,	40,000 00	40,000 00		
Pittsburg and Wheeling Coal Company,	22,681 75	22,681 75		
Capital advanced co-operative lines,	22,546 19			
Pacific Hotel Company, Chicago,	270,840 67	496,000 00		
Chicago Industrial Exposition,	1,016 00	1,500 00		
Columbian Exposition,	50,000 00	50,000 00		
Sturgis, Goshen and St. Louis railway,	20,851 84	1,000,000 00		
Clifton Heights Land Company paid,			6 per cent.	458 34
Lake Shore and Michigan Southern railway sold,			2¾ per cent. 3½ per cent.	6,702 50 283 50
Total,	$14,182,574 66			$320,166 84

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,		$66,700,000 00	Capital stock,	$50,000,000 00
Cost of equipment,		17,300,000 00	Funded debt,	45,516,000 00
Bonds of other companies owned,	$667,400 00		Current liabilities,	3,978,377 15
Stocks of other companies owned,	14,182,574 66		Accrued interest on funded debt not yet payable,	248,511 67
Other permanent investments,	5,872,983 22		Profit and loss,	11,460,769 61
		20,722,957 88		
Cash and current assets,		6,480,700 55		
Total,		$111,203,658 43	Total,	$111,203,658 43

IMPORTANT CHANGES DURING THE YEAR.

Seventeen one-hundredths of a mile taken up and eight one-hundredths of a mile added on account of Mahoning Coal railroad since date of last report, making net decrease of nine one-hundredths of one mile.

November and December, 1891, 281 shares Lake Shore and Michigan Southern common stock, also, May, 1892, Clifton Heights Land Company 16 bonds were converted into cash.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, Buffalo to Cleveland, pays from 15 cents to 50 cents per 100 pounds on freight. United States Express Company, Buffalo to Chicago, pays from 20 cents to 85 cents per 100 pounds on freight. These companies do a general express business and deliver freight to us at our depots.

United States government pays for mail service as follows: On main line, including railroad postoffice cars, per annum, $1,237,098.57; on branches and leased, $58,125.77; total, $1,295,224.34.

Sleeping and parlor cars owned and operated by Wagner Palace Car Company, who charge $2.00 for double berth and $4.00 for section, and from 25 cents to $1.50 for seats in drawing-room cars. Lake Shore and Michigan Southern railway own and operate nine (9) dining and buffet cars.

12-11-92

Red, White and Midland lines, co-operative railroads, own their cars and pro rate expenses. Merchants' Dispatch Transfer Company and Empire Line, stock companies, own their cars and receive current rate of mileage and a commission on all freight secured by them.

Have a long contract with Western Union Telegraph Company. Railway company derives no revenue from commercial business.

Erie and Pittsburg railroad runs its traffic (both passenger and freight) over the Lake Shore and Michigan Southern railway between Erie and Girard and is allowed 55 per cent of the earnings thereof.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	20	$116,150 00	. . . . .
General office clerks	310	253,233 48	$2 63
Station agents	256	179,401 92	2 29
Other station men	2,736	1,587,497 88	1 85
Enginemen	792	867,335 04	3 38
Firemen	711	435,387 96	1 89
Conductors	380	359,963 28	3 02
Other trainmen	881	546,906 12	1 98
Machinists	823	504,837 00	1 96
Carpenters	832	504,671 04	1 94
Other shopmen	1,217	603,557 76	1 58
Section foremen	440	262,002 00	1 90
Other trackmen	5,781	2,467,128 60	1 56
Switchmen, flagmen and watchmen	1,040	668,922 00	2 05
Telegrph operators and dispatchers	444	274,572 60	1 90
All other employes and laborers	785	366,813 36	1 49
Total	17,442	$9,998,380 04	$1 83
Distribution of above:			
General administration	330	$369,383 48	$3 57
Maintenance of way and structures	6,221	2,729,130 60	1 40
Maintenance of equipment	2,872	1,613,065 80	1 79
Conducting transportation	8,019	5,286,800 16	2 14
Total	17,442	$9,998,380 04	$1 83
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,236	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	22	. . . . .
Number iron	141	16
Number wooden	51	11
Trestles:		
Number	152	9
Aggregate length (feet)	20,739.9	1,058
Tunnels:		
Number	2	1
Maximum length (feet)	1,200	1,200
Minimum length (feet)	142	1,200
Aggregate length of all tunnels (feet)	1,342	1,200
Telegraph:		
Miles of line owned by this company	1,869	150
Miles of wire owned by this company	1,418	115
Miles of line operated by this company	1,869	150
Miles of wire operated by this company	3,064	235
Miles of line operated by Western Union Telegraph Company	1,833	150
Miles of wire operated by Western Union Telegraph Company	12,002	958
Miles of line operated by Postal Telegraph Company	36	. . . . .
Miles of wire operated by Postal Telegraph Company	36	. . . . .
Gauge of track		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? First mortgage of $25,000,000 provides for the payment and retirement of one per cent. ($25,000) per annum.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station, Buffalo, New York Central and Hudson River railroad; passenger station, Dunkirk, New York, Lake Erie and Western railroad; passenger station, Grand Rapids, Grand Rapids and Indiana railroad; passenger station, Oil City, Western New York and Pennsylvania railway; lake freight station, Sandusky, Cleveland, Cincinnati, Chicago and St. Louis railway.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red, White and Midland Lines (co-operative), Merchants' Dispatch Transfer Company, Empire Line (stock companies).

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Financial Report.)

Date of organization: May 1, 1861.

By what authority incorporated: Under special act of May 1, 1861, and supplements thereto of March 10, 1862, April 8, 1864, and April 18, 1865.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark	Philadelphia	Second Monday January, 1893.
Edward Lewis	do.	do. do.
Thos McKean	do.	do. do.
S. Shepherd	do.	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. S. Harris	Philadelphia.
Secretary	S. Shepherd	do.
Treasurer	S. Shepherd	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Lackawanna railroad.	Bethlehem. .	Wind Gap. .	Central Railroad Company of New Jersey.	25.10	25.10

The Lehigh and Lackawanna railroad was operated by the Central Railroad Company of New Jersey to December 31, 1891, under an operating agreement dated January 2, 1888.

The Central Railroad Company of New Jersey maintained and operated the road and paid over to the Lehigh and Lackawanna Railroad Company monthly any surplus of receipts over expenditures after deducting five per cent. on gross receipts to cover superintendence and general expenses not to exceed $2,500 per annum.

The Central Railroad Company of New Jersey, for the six months ending June 30, 1892, paid as rental of the Lehigh and Lackawanna railroad one-third of the gross receipts of the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$970,500 00	Capital stock.	$370.500 00
		Funded debt.	600.000 00
Total.	$970.500 00	Total, ...	$970.500 00

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Operating Report.)

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road	Total mileage of road in Pennsylvania.
	From—	To—		
Lehigh and Lackawanna.	Bethlehem, ...	Wind Gap, ...	25.10	25.10
Wind Gap and Delaware, ...	Bangor.	Saylorsburg, . . .	10.84	10.84
Total mileage operated, ...	. . . . .	. . . . .	35.94	35.94

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents,	9	$3,139 12	$1 11
Other station men,	2	633 75	1 01
Section foremen,	7	3,155 44	1 44
Other trackmen,	31	11,642 33	1 20
Switchmen, flagmen and watchmen,	1	307 50	98
Telegraph operators and dispatchers,	2	480 00	75
All other employes and laborers,	1	840 00	2 68
Total,	53	$20,198 14	$1 22
Distribution of above:			
Maintenance of way and structures,	38	$14,797 77	$1 24
Conducting transportation,	15	5,400 37	1 15
Total,	53	$20,198 14	$1 22
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	53	.....	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number of wooden,	8	8
Trestles:		
Number,	33	33
Aggregate length (feet),	869	869

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

(Financial Report.)

Operated by the Central Railroad Company of New Jersey, to whom reference is made for all details of operation.

The Lehigh and Susquehanna railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property wholly by railroad or partly by railroad, and partly by water. The railroad is leased by its owner to the Central Railroad Company of New Jersey, who operate it and pay as rental therefor one-third of the gross receipts. The ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts, or which has issued as such capital stock or incurred any bonded indebtedness.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Susquehanna,	Phillipsburg. .	Union Junction.	Central Railroad Company of New Jersey.	105.33	105.33

The Lehigh and Susquehanna railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay as rental one-third of the gross receipts. The date of the lease is March 31, 1871, and the term is for 999 years.

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

(Operating Report.)

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main lines of railroads operated.			
Lehigh and Susquehanna,	Phillipsburg.	Union Junction,	105 33
Nesquehoning Valley,	Nesquehoning Junction.	Tamanend,	16.66
Tresckow railroad,	Silver Brook,	Audenried,	7.56
Wilkesbarre and Scranton,	Minooka Junction,	Scranton,	4.85
Allentown Terminal,	East Allentown,	Main line,	2.69
Branch lines operated,	Upper Lehigh Junction.	Upper Lehigh.	10.10
	Pond Creek Junction,	Sandy Run,	2.58
	Pond Creek Junction,	Zehner,	.45
	Ashley.	Collieries,	17.12
	Leemine,	Nanticoke,	1.95
	Miners' Mills.	Empire Breaker,	3.95
	Union Junction,	Everhart.	3.07
	Bethlehem Junction.	South Bethlehem,	.26
	Main line junction,	Quarries,	.50
	Stemton,	Hokendauqua,	.82
	Main line.	Allen Cement Works,	.94
	Drifton Junction,	Drifton,	10.54
	Hanto,	Tamaqua (Greenwood Junction).	6.50
	Solomon's Gap,	Ashley,	3.12
Lines of other companies over which trains have been run under trackage rights.			
Philadelphia and Reading railroad,	Greenwood Junction,	Tamaqua,	1.20
Philadelphia and Reading railroad,	Tamanend,	Silver Brook,	5.20
Pennsylvania railroad.	Nanticoke,	Mocanaqua,	9.79
Delaware and Hudson Canal Company (Union railroad).	Union Junction,	Minooka Junction,	9.66
Total mileage operated,			224.84

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$9,433 08	
General office clerks	15	12,005 27	$2 56
Station agents	50	30,367 60	1 94
Other station men	79	36,626 19	1 48
Enginemen	161	175,625 82	3 49
Firemen	167	117,887 82	2 25
Conductors	124	102,916 03	2 65
Other trainmen	577	338,824 19	1 88
Machinists	82	57,045 53	2 22
Carpenters	283	154,452 13	1 75
Other shopmen	292	145,775 14	1 60
Section foremen	56	31,409 37	1 79
Other trackmen	408	156,409 79	1 22
Switchmen, flagmen and watchmen	104	40,241 46	1 24
Telegraph operators and dispatchers	105	58,354 19	1 78
All other employes and laborers	521	259,934 94	1 59
Total	3,027	$1,727,308 55	$1.82
Distribution of above:			
General administration	18	$21,438 35	$3 80
Maintenance of way and structures	464	187,819 16	1 29
Maintenance of equipment	657	357,272 80	1 74
Conducting transportation	1,888	1,160,778 24	1 96
Total	3,027	$1,727,308 55	$1 82
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	3,027		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	19	19
Number iron	45	45
Number wooden	10	10
Trestles:		
Number	2	2
Aggregate length (feet)	1,233	1,233
Tunnels:		
Number	2	2
Maximum length (feet)	1,730	1,730
Minimum length (feet)	390	390
Aggregate length of all tunnels, (feet)	2,120	2,120

Gauge of track, ... 4 ft. 8½ in.

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Letters patent dated September 20, 1847. Incorporated by act of April, 1846, under name of Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, name changed by act of January 7, 1853.

By what authority incorporated: Under laws of State of Pennsylvania, as follows: April 21, 1846, March 20, 1849, April 9, 1849, April 10, 1852, January 7, 1853, May 8, 1854, April 18, 1855, March 8, 1856, April 16, 1857, May 18, 1857, May 21, 1864, March 21, 1865, April 13, 1866, April 2, 1872.

If a consolidated company, name the constitutent companies: Beaver Meadow Railroad Company, merged July 8, 1864—Laws April 7, 1830, April 4, 1831, January 29, 1833, April 15, 1835, December 22, 1836, April 14, 1838, March 8, 1839, March 25, 1844, February 18, 1848, March 20, 1849, March 4, 1850, April 3, 1851, March 15, 1853, March 29, 1854, April 15, 1857; Penn Haven and White Haven Railroad Company, merged August 5, 1864—Laws May 4, 1857, April 11, 1859, April 2, 1860, February 16, 1863, April 3, 1866; Lehigh and Mahanoy Railroad Company, merged June 20, 1866—Laws April 3, 1864; Hazleton Coal Company, merged May 25, 1868—Laws March 18, 1836, March 8, 1839, July 27, 1842, July 30, 1842, April 4, 1843, April 5, 1849, March 18, 1851, January 29, 1853, January 12, 1856, April 4, 1856, February 14, 1857, March 8, 1862, March 19, 1863, March 9, 1865, March 21, 1865, March 29, 1867; Lehigh-Luzerne Railroad Company, formerly (Jeddo and Carbon Railroad Company, and Lehigh and Luzerne Railroad Company), merged June 16, 1868—Laws March 23, 1854, March 16, 1855, February 12, 1856, April 8, 1857, April 16, 1858.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne,	Philadelphia,	January 17, 1893.
William L. Conyngham,	Wilkesbarre, Pa.,	do.
William A. Ingham,	Philadelphia,	do.
Robert H. Sayre,	South Bethlehem, Pa.,	do.
Robert A. Lamberton,	South Bethlehem, Pa.,	do.
James I. Blakslee,	Mauch Chunk, Pa.,	do.
John R. Fell,	Philadelphia,	do.
John B. Garrett,	Philadelphia,	do.
Charles O. Skeer,	Mauch Chunk, Pa.,	do.
Calvin Pardee,	Philadelphia,	do.
George C. Thomas,	Philadelphia,	do.
Rollin H. Wilbur,	South Bethlehem, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 19, 1892.
Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia.
Secretary,	John R. Fanshawe,	Philadelphia.
Treasurer,	William C. Alderson,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line,	Phillipsburg,	Wilkesbarre,	99.79	99.79
Bear Creek branch,	Bear Creek Junction,	Meadow Run,	12.08	12.08
Mountain Cut-off,	Fairview,	Avoca,	17.14	17.14
Hazleton division,	Hazle Creek Bridge,	Cranberry Junction,	8.83	8.83
Mahanoy division,	Black Creek Junction,	Mount Carmel,	42.78	42.78
New Boston branch,	New Boston Junction,	Tomhicken,	25.40	25.40
Beaver Meadow division,	Penn Haven Junction,	Audenried,	16.35	16.35
Highland branch,	Lumber Yard,	Sandy Run Junction,	8.83	8.83
Jeddo and Ebervale branch,	Pink Ash Junction,	Hollywood,	6	6
Sundry small branches,	Various,	Various,	77.23	77.23
Lehigh Valley Terminal Railway Company,	S. Plainfield, N. J.,	Jersey City, N. J.,	25	
Branch,	Pictou, N. J.,	Essex Mill, N. J.,	1.09	
Easton and Amboy Railroad Company,	Perth Amboy, N. J.,	Phillipsburg, N. J.,	60	
Branches,	Various,	Various,	9.19	
Pennsylvania and New York Central Railroad Company,	Wilkesbarre, Pa.,	New York State Line,	96.68	96.68
Branches,	Various,	Various,	14.86	14.86
Waverly and State Line Railway Company,	Waverly, N. Y.,	State Line,	.40	
Wilkesbarre and Harvey's Lake Railroad Company,	Luzerne, Pa.,	Harvey's Lake, Pa.,	13.78	3.78
Loyalsock Railroad Company,	Bernice, Pa.,	Bowman's Creek, Pa.,	17.82	17.82
Branch,	Shermans, Pa.,	Ellis Creek, Pa.,	1.77	.77
The Lehigh Valley Railway Company,	State Line,	Geneva, N. Y.,	75.03	
Auburn and Ithaca branch,	Auburn, N. Y.,	Ithaca, N. Y.,	42.20	
Cayuga branch,	Cayuga Junction,	Cayuga, N. Y.,	4.12	
Buffalo division,	Buffalo,	Windspea ,	13.86	
State Line and Sullivan Railroad Company,	Monroeton,	Bernice,	24	24
Hoyts Corners, Ovid and Weilard railroad,	Hoyts Corners,	State Farm, N. Y.,	3.83	
Southern Central Railroad Company,	State Line, N. Y.,	North Fair Haven,	115.03	
Schuylkill and Lehigh Valley Railroad Company,	Lizard Creek Junction,	Blackwood,	39.18	39.18
Branch,	Westwood Junction,	People's railway,	1.36	1.36
Trackage.				
New York, Lake Erie and Western Railroad Company,	Waverly, N. Y.,	Suspension Bridge,	188	
Pennsylvania and Schuylkill Valley Railroad Company,	Pottsville,	New Boston Junction,	10.8	10.8
	Shenandoah Junction,	Frackville Junction,	4.5	4.5
New York Central and Hudson River Railroad Company,	Geneva,	Lyons,	14.6	
Barclay Railroad Company,	Barclay Junction,	Monroeton,	3.7	3.7
Central Railroad Company of New Jersey,	Jersey City, N. J.,	Roselle, N. J.,	13.3	
	Sandy Run Junction,	Crellin Junction,	5.9	5.9
Northern Central Railroad Company,	Mt. Carmel,	Shamokin,	8.3	8.3
Pennsylvania Railroad Company,	Jersey City, N. J.,	Metuchen, N. J.,	24.2	
Philadelphia and Reading Railroad Company,	Frackville Junction,	Wetherill Junction,	3	3
Total mileage operated,			1,149.93	560.08

BONDS OWNED.

NAME.	Total amount held.	Income or interest received.
Railroad company bonds,	$1,326,682 69	$37,195 00
Canal company bonds,	500,000 00	15,000 00
Coal company bonds,	201,000 00	11,535 90
Miscellaneous.	86,144,58	16,065 00
Total,	$2,117,827 27	$79,795 00

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Railroad company stocks,	$23,106,235 70	$8,750 00
Coal company stocks,	1,194,456 93	21,124 60
Other transportation company stocks,	1,344,235 36	15,768 00
Water company stocks,	512,954 00	436 00
Miscellaneous stocks,	25,250 00	500 00
Total,	$26,183,131 99	$46,578 60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$17,952,946 72	Capital stock,	$40,441,100 00
Cost of equipment,	20,098,054 67	Scrip,	210 00
Bonds of other companies owned,	2,113,827 27	Funded debt,	33,995,000 00
Stocks of other companies owned,	26,183,131 99	Accrued interest on funded debt not yet payable,	270,850 00
Other permanent investments,	12,546,860 12	Profit and loss,	7,448,771 04
Cash and current assets,	3,061,967 90		
Sundries,	199,142 37		
Total,	$82,155,931 04	Total.	$82,155,931 04

IMPORTANT CHANGES DURING THE YEAR.

Bonds sold during the year as follows: $1,389,000.00 consolidated mortgage 6 per cent. and $3,000,000.00 consolidated mortgage 4½ per cent. bonds.

Road is leased to Philadelphia and Reading Railroad Company for a term of 999 years to take effect from December 1, 1891.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Percentage of receipts.

United States Government—Compensation based on weight of mail carried.

Pullman Palace Car Company—We pay mileage for use of their cars.

Pennsylvania Railroad Company—Trackage rights between New Boston Junction and Pottsville and Shenandoah Junction and Frackville Junction.

Northern Central Railroad Company—Trackage between Mt. Carmel and Shamokin.

Central Railroad Company of New Jersey—Trackage between Sandy Run Junction and Crellin Junction.

Barclay Railroad Company—Trackage between Barclay Junction and Monroeton.

Western Union Telegraph Company—Percentage of receipts for business done over our wires.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	44	$87,182 15
General office clerks	286	99,946 59
Station agents, Other station men, Enginemen, Firemen, Conductors, Other trainmen, Machinists, Carpenters, Other shopmen, Section foremen, Other trackmen, Switchmen, flagmen, and watchmen, Telegraph operators and dispatchers, Employes, account floating equipment, All other employes and laborers	18,615	3,413,363 49
Total	18,945	$3,600,492 23

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	737	. . . . .
Number iron	227	. . . . .
Number wooden	77	. . . . .
Number combination	6	. . . . .
Trestles:		
Number	79	. . . . .
Aggregate length (feet)	5,834	. . . . .
Tunnels:		
Number	4	3
Maximum length	4,829	3,902
Minimum length	980	980
Aggregate length of all tunnels	10,907	6,078
Telegraph:		
Miles of line owned by this company	989	. . . . .
Miles of wire owned by this company	2,271.49	. . . . .

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Consolidated mortgage, sterling bonds, Class A, subject to annual drawing for sinking fund until 1897.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Middle States Freight Traffic Association, New York State Passenger Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Lehigh and Wabash Despatch, Erie Despatch, Commercial Express, West Shore Line, Hoosac Tunnel Line.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization: December 31, 1879.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads," approved April 8, 1861, and the acts supplementary thereto, and by filing with the Secretary of the Commonwealth, on the eighth day of January, A. D. 1880, a certificate of the purchase of the Lewisburg, Centre and Spruce Creek railroad, and its reorganization under the name of the Lewisburg and Tyrone Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 1, 1893.
James P. Coburn,	Aaronsburg, Centre county, Pa.,	do.
S. C. Stewart,	Tyrone, Blair county, Pa.,	do.
John P. Green,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
W. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary, Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lewisburg and Tyrone railroad.	Tyrone, Pa.,	Fairbrook, Pa.,	Pennsylvania Railroad Company.	19.90	19.90
Lewisburg and Tyrone railroad.	Montandon,	Lemont Junc.,	Pennsylvania Railroad Company.	57.60	57.60
Lewisburg and Tyrone railroad.	Fairbrook,	Scotia,	Pennsylvania Railroad Company.	5.26	5.26
Lewisburg and Tyrone railroad.	Juniata Junc.,	Juniata,	Pennsylvania Railroad Company.	2.08	2.08
Lewisburg bridge,	Montandon,	Lewisburg,	Pennsylvania Railroad Compady.	.24	.24
Total mileage,				85.08	85.08

The Lewisburg and Tyrone railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the first day of January, 1880.

Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,566,287 94	Capital stock,	$1,200,000 00
Cash and current assets,	9,124 54	Current liabilities,	294,174 65
		Profit and loss,	81,237 83
Total,	$1,575,412 48	Total,	$1,575,412 48

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	41	41
Trestles:		
Number,	11	11
Aggregate length (feet),	1,281	1,281
Tunnels:		
Number,	2	2
Maximum length (feet),	266	266
Minimum length (feet),	252	252
Aggregate length of all tunnels (feet),	518	518
Telegraph:		
Miles of line owned by this company,	81.65	81.65
Miles of wire owned by this company,	85.89	85.89
Miles of line operated by Pennsylvania Railroad Company, lessee,	81.65	81.65
Miles of wire operated by Pennsylvania Railroad Company, lessee,	85.89	85.89

Gauge of track, ... 4 ft. 9 in.

LITTLE SCHUYLKILL NAVIGATION, RAILROAD AND COAL COMPANY.

Date of organization: October 15, 1829.

By what authority incorporated: Acts of assembly, State of Pennsylvania, February 20, 1826, "to make a lock navigation on the east branch of the river Schuylkill, called Little Schuylkill," with supplements, April 10, 1826, to purchase lands; March 20, 1827, to purchase additional lands; April 14, 1828, to make a railroad; April 23, 1829, to change title to Little Schuylkill Navigation, Railroad and Coal Company; April 8, 1833, April 7, 1846, March 8, 1847, April 22, 1863, February 14, 1829, letters patent; December 1, 1831, license.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

[In the charter called "Managers."]

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George W. Steever,	Philadelphia,	Annual meeting of the stockholders to be held January 11, 1893.
Henry Handy,	do.	
Thomas McKean,	do.	
John R. Fell,	do.	
Charles Edward Ingersoll,	do.	
David Reeves,	do.	

Date of last meeting of stockholders for election of officers: January 13, 1892.

Postoffice address of general office: 410 Walnut street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Carroll S. Tyson.	Philadelphia.
Secretary.	Joseph Lapsley Wilson.	do.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
Little Schuylkill Navigation, Railroad and Coal Company.	Port Clinton, . . .	Tamanend. . . .	Philadelphia and Reading Railroad Company.	28.10
	Tamaqua, ...	Newkirk.	Philadelphia and Reading Railroad Company.	1.50
	Tamaqua, ...	Greenwood. . . .	Philadelphia and Reading Railroad Company.	1.50
East Mahanoy Railroad Company.	E. M. Junction. .	Waste House Run (Mahanoy City).	Philadelphia and Reading Railroad Company.	10.72
	E. M. Tunnel, . .	Nesquehoning Valley Junction.	Philadelphia and Reading Railroad Company.	3.38
Total mileage.	. . . . .	. . . . .	. . . . .	45.20

Lease and contract: Little Schuylkill Navigation, Railroad and Coal Company (lessee) and East Mahanoy Railroad Company (lessor), January 12, 1863, for ninety-nine years, to pay a sum equal to six per cent. upon the capital stock and (not exceeding $2,000 per annum) office expenses.

Philadelphia and Reading Railroad Company (lessee) and Little Schuylkill Navigation, Railroad and Coal Company (lessor), July 7, 1868, for ninety-three years, leasing the railroads of Little Schuylkill Navigation, Railroad and Coal Company, and East Mahanoy Railroad Company, to pay $185,227 per annum, and further such sums of money as may become due under East Mahanoy Railroad Company lease as noted above.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Shamokin Valley and Pottsville Railroad Company, seven per cent. gold bonds, ... Charged on ledger, $27,810.	$30,000 00	7 per cent.	$2,100 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
East Mahanoy Railroad Company, ...	$86,350 00	6 per cent.	$5,181 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,*	$2,405,943 75	Capital stock,	$2,487,850 00
Bonds of other companies owned,	27,810 00	Current liabilities,	18,525 70
Stocks of other companies owned,	86,350 00	Profit and loss,	83,700 90
Other permanent investments, mortgage in Tamaqua,	700 00		
Cash and current assets,	69,272 85		
Total,	$2,590,076 60	Total.	$2,590,076 60

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$3,200 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	2	$3,200 00

LIGONIER VALLEY RAILROAD COMPANY.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hon. Thomas Mellon,	Pittsburg,	January 9, 1892.
T. A. Mellon,	Pittsburg,	do.
J. R. Mellon,	Pittsburg,	do.
A. W. Mellon,	Pittsburg,	do.
R. B. Mellon,	Pittsburg,	do.
W. S. Mitchell,	Pittsburg,	do.
George Senft,	Ligonier, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.
Postoffice address of general office: 514 Smithfield street, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Hon. Thomas Mellon,	Pittsburg,
Secretary,	A. W. Mellon,	Pittsburg,
Treasurer,	R. B. Mellon,	Pittsburg,
General Solicitor, Attorney or Counsel,	Hon. E. E. Robbins,	Greensburg, Pa.,
Auditor,	J. R. Mellon,	Pittsburg,
General Manager,	T. A. Mellon,	Pittsburg,
General Superintendent,	George Senft,	Ligonier, Pa.,

* About 3,000 acres mountain land, no income included, in "cost of road."

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ligonier Valley,	Latrobe,	Ligonier,	10.50	10.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $245,866 69		Capital stock,	$160,000 00
Cost of equipment, 30,440 20	$276,306 89	Funded debt,	75,000 00
		Current liabilities,	11,323 23
Cash and current assets,	4,091 66	Profit and loss,	34,075 33
Total,	$280,398 55	Total,	$280,398 55

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	5	$9,199 92	
Station agents,	7	2,613 06	$1 50
Enginemen,	2	1,219 92	2 72
Firemen,	2	1,075 61	1 97
Conductors,	2	1,560 00	2 32
Other trainmen,	5	1,880 06	1 69
Machinists, blacksmith,	1	124 82	1 45
Carpenters,	5	636 37	2 00
Other shopmen,	1	138 80	2 00
Section foremen,	1	540 00	1 72
Other trackmen, and other labor,	15	4,671 78	1 40
All other employes and laborers, transferring freight,	1	300 00	92
Total,	47		
Distribution of above:			
General administration,		$9,199 92	
Maintenance of way and structures,		5,464 73	
Maintenance of equipment,		647 04	
Conducting transportation,		8,648 65	
Total,		$23,960 34	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	47		

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	4
Telegraph:	
Miles of line owned by this company,	10.50
Miles of wire owned by this company,	21
Miles of line operated by this company,	10.50
Miles of wire operated by this company,	21
Gauge of track,	4 ft. 9 in.

LITTLE SAW MILL RUN RAILROAD COMPANY.

Date of organization: July 23, 1850.
By what authority incorporated: Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jacob Henricl.	Pittsburg,	May 31, 1893.
John S. Duss,	Pittsburg,	do.
Henry Hice,	Beaver, Pa.,	do.
E. H. Stowe,	Sewickley, Pa.,	do.
C. S. Fetterman,	Pittsburg,	do.
John R. Neeld,	Pittsburg.	do.

Date of last meeting of stockholders for election of directors: May 28.
Postoffice address of general office: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Haworth,	Pittsburg.
Secretary,	C. S. Fetterman,	do.
General Solicitor, Attorney or Counsel,	C. S. Fetterman,	do.
General Manager,	R. W. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Little Saw Mill Run Railroad Company,	Pittsburg.	Banksville,	3	3
Total mileage operated,			3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$191,642 61	Capital stock,	$144,375 00
Cost of equipment,	156,099 67	Funded debt,	178,500 00
Lands owned,	61,891 32		
Cash and current assets,	35,916 45		
Total,	$445,550 05	Total.	$322,875 00

13-11-92.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$2,200 00	
General office clerks	1	800 00	$2 56
Enginemen	2	1,612 48	2 95
Firemen	2	1,280 54	2 29
Conductors	1	829 06	2 48
Other trainmen	5	2,792 56	1 92
Machinists	1	1,000 00	3 18
Carpenters	6	3,449 90	1 92
Other shopmen	3	1,512 00	1 80
Other trackmen	3	1,277 04	1 36
Switchmen, flagmen and watchmen	1	564 00	1 54
All other employes and laborers	5	2,640 08	1 68
Total	32	$19,957 66	
Distribution of above:			
General administration	3	$3,000 00	
Maintenance of way and structures	5	2,429 04	
Maintenance of equipment	8	4,809 90	
Conducting transportation	16	9,718 72	
Total	32	$19,957 66	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	32		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	4	4
Trestles:		
Number	3	3
Aggregate length (feet)	1,860	1,860

Gauge of track, 4 ft. 8½ in.

LITTLESTOWN RAILROAD COMPANY.

Date of organization: June 10, 1864.

By what authority incorporated: Act of February 17, 1854; supplement April 11, 1862; supplement April 8, 1864.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. D. Klinefelter	Hanover, Pa.	May 1, 1893.
William McSherry	Littlestown, Pa.	do.
John S. Young	Hanover, Pa.	do.
N. P. Shortridge	Wynnewood, Pa.	do.
Wm. A. Patton	Philadelphia.	do.
Henry D. Welsh	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From--	To—			
Littlestown railroad,	Hanover,	Maryland State Line.	Pennsylvania Railroad Company.	9.30	9 30

Lease to the Pennsylvania Railroad Company, dated April 8, 1875, for ninety-nine years.

Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74,850 00	Capital stock,	$34,850 00
Profit and loss,	16,439 17	Funded debt,	40,000 00
		Current liabilities,	16,439 17
Total,	$91,289 17	Total,	$91,289 17

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	4	4
Telegraph:		
Miles of line owned by this company,	9.3	9.3
Miles of wire owned by this company,	18.6	18.6
Miles of line operated by Pennsylvania Railroad Company, lessee,	9.3	9.3
Miles of wire operated by Pennsylvania Railroad Company, lessee,	18.6	18.6

Gauge of track, 4 ft. 9 in.

LOYALSOCK RAILROAD COMPANY.

Date of organization: December 3, 1884.

By what authority incorporated: General railroad act of April 4, 1868, and supplements thereto, State of Pennsylvania.

Operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne,	Philadelphia,	Second Monday in January, 1893.
William C. Alderson,	Philadelphia,	do.
John R. Fanshawe,	Philadelphia,	do.
Henry S. Drinker,	Philadelphia,	do.
William Stevenson,	Sayre, Pa.,	do.
Robert H. Sayre,	South Bethlehem, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Ellsha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia.
Secretary and Treasurer,	John R. Fanshaw,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Loyalsock Railroad Company.	Bernice,	Ricketts,	Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.	25.95	25.95
Thorndale branch,	Shermans Run,	Elis Creek,	Philadelphia and Reading Railroad Company.	1.77	1.77
Total mileage,				27.72	27.72

This road is operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company, through stock ownership.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$301,227 61	Capital stock,	$150,000 00
		Current liabilities,	151,227 61
Total,	$301,227 61	Total,	$301,227 61

IMPORTANT CHANGES DURING THE YEAR.

The control of the company is now vested with the Philadelphia and Reading Railroad Company by reason of a lease existing between the Lehigh Valley Railroad Company and Philadelphia and Reading Railroad Company, dated February 11, 1892, for a term of 999 years.

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization: Was made sometime in the years 1830 to 1833, inclusive. Records of that period are not in the possession of present officers.

By what authority incorporated: Charter granted by Commonwealth of Pennsylvania, April 7, 1830; supplementary acts passed March 30, 1833, March 13, 1839, April 26, 1850, May 5, 1850, April 9, 1859, and March 21, 1861.

This road is leased to the Summit Branch Railroad Company, by whom the rent is paid to us. We have been informed, but not officially, that the road is operated by the Northern Central Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Nash,	Brooklyn, N. Y.,	First Monday of May, 1893.
Frederick A. Platt,	Brooklyn, N. Y.,	do. do.
John W. Hoffman,	Philadelphia,	do. do.
Isaac H. Platt,	Lakewood, N. J.,	do. do.
DeWitt C. Falls,	New York city,	do. do.
Thomas T. Barr,	Brooklyn, N. Y.,	do. do.
James R. Cowing,	Brooklyn, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: First Monday of May, 1892.

Postoffice address of general office: 13 William street, New York.

Postoffice address of operating company: Leased to Summit Branch Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William A. Nash,	13 William street, New York.
Secretary and Treasurer,	Charles Emmet,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lykens Valley Railroad and Coal Company.	Millersburg, Pa..	Williamstown, Pa.	Leased to the Summit Branch R. R. Co., by whom the rent is paid.*	19.70	19.70

The Lykens Valley railroad, extending from its junction with the Northern Central railway, near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock and the privileges and appurtenances whatever belonging to or connected with said railroad, or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were, on the first day of March, 1866, leased to the Summit Branch Railroad Compay, for the term of 999 years, at an annual rent of $62,500, the lessee to keep the property in repair and to pay all taxes, charges, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any other county, town or borough in which the said railroad is situated, except only the income tax of the United States on the sum of $62,500 stipulated to be paid for rent.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Twenty-one shares Lykens Valley Railroad and Coal Company stock,	$420 00	10 per ct.	$31 50
Fifteen shares Corn Exchange Bank of New York stock,	1.500 00	12 per ct.	90 00
Total.	$1,920 00	.....	$121 50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$569,739 62	Capital stock,	$600,000
Cost of equipment,	17,000 00	Profit and loss,	2,455 93
Stocks of other companies owned, valued at	3.678 75		
Other permanent investments, valued at	630 00		
Lands owned,	9,027 62		
Cash and current assets,	2,379 94		
Total,	$602,455 93	Total,	$602,455 93

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$1,000 00
Transfer agent at Philadelphia,	1	200 00
Total	3	$1,200 00

*We have reason to believe the road is operated by the Northern Central Railway Company, but have no official notice to that effect.

McKEAN AND BUFFALO RAILROAD COMPANY.

Date of organization: September 11, 1884.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	242 South Third street, Philadelphia,	January 9, 1893.
Calvin H. Allen,	Mills Building, New York city.	do.
Edward L. Owen,	71 Wall street, New York city,	do.
John D. Probst,	52 Exchange Place, New York city,	do.
George E. Bartol,	139 South Front street, Philadelphia,	do.
William T. Tiers,	11 South Front street, Philadelphia,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: Buffalo, N. Y., 84 Exchange street.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Calvin H. Allen,	New York city.
Vice President,	Samuel G. DeCoursey,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell.	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
McKean and Buffalo Railroad Company.	Larabee,	Clermont,	Western New York and Pennsylvania Railroad Company.	22.15	22.15

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the McKean and Buffalo Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. "M," page 288, also July 21, 1882, in deed book, vol. 16, page 130. Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operators are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in

McKEESPORT AND BESSEMER RAILROAD COMPANY.

Date of organization: Articles of association filed October 29, 1888.

By what authority incorporated: Act approved April 4, 1868, and supplements thereto.

Operated by the Pennsylvania Railroad Company, as agent.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia.	February 21, 1893.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert Pitcairn,	Pittsburg,
Secretary, Treasurer,	Albert Hewson,	233 S. Fourth st., Phila.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The McKeesport and Bessemer railroad.	Cochran station on the Pittsburg, Virginia and Charleston railway,	Western end of McKeesport.	1.47	1.47

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$538,462 90	Capital stock,	$22,000 00
Cash and current assets,	24,041 26	Current liabilities,	516,412 90
		Accrued interest on debt not yet payable,	10,328 26
		Profit and loss,	13,763 00
Total,	$562,504 16	Total,	$562,504 16

IMPORTANT CHANGES DURING THE YEAR.

Entire roadway completed and put in operation July 20, 1891.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Trestles:		
Number,	4	4
Aggregate length (feet),	3,701	3,701
Telegraph:		
Miles of line owned by this company,	1	1
Miles of wire owned by this company,	3	3
Miles of line operated by Pennsylvania Railroad Company,	1	1
Miles of wire operated by Pennsylvania Railroad Company,	3	3

Gauge of track, ... 4 ft. 9 in.

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.

By what authority incorporated: Under general law, act of April 4, 1868, and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Horace Crosby,	Pittsburg.	June 3, 1893.
E. C. Converse,	New York, N. Y.,	do.
J. H. Pierce,	McKeesport, Pa.,	do.
A. Chaudon,	McKeesport, Pa.,	do.
C. I. O'Connor,	McKeesport, Pa.,	do.
J. W. Downer, Jr.,	McKeesport, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 3, 1892.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Horace Crosby,	Pittsburg.
Secretary,	J. W. Downer, Jr.,	McKeesport, Pa.
Treasurer,	C. I. O'Connor,	McKeesport, Pa.
Chief Engineer (M. M.),	George N. Relley,	Braddock, Pa.
General Solicitor, Attorney or Counsel,	W. B. Rodgers,	Pittsburg.
Auditor,	A. T. Stewart,	McKeesport, Pa.
General Manager,	E. C. Converse,	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
McKeesport Connecting Railroad Company,	McKeesport, Paa,	Port Perry, Pa.,	3,041 ft.	3,041 ft.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$33,211 28	Capital stock,	$40,000 00
Cost of equipment,	19,220 34	Current liabilities,	5,976 52
Cash and current assets,	18,575 22	Current liabilities,	25,030 32
Total,	$71,006 84	Total,	$71,006 84

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	1	$550 00	$1 50.6
Enginemen,	1	661 32	1 81.2
Conductors,	1	657 00	1 80
Other trainmen,	1	596 97	1 63.6
Total,	4	$2,465 29	$6 75.4
Distribution of above:			
General administration,	1	$550 00	$1 50.6
Conducting transportation,	3	1,915 29	5 24.8
Total,	4	$2,465 29	$6 75.4
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	4	.....	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length (feet),	3,041	3,041
Gauge of track,	4 ft. 8½ in.	

MAHONING VALLEY RAILROAD COMPANY.

Date of organization : October 14, 1890.

By what authority incorporated : Under an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Adrian Iselin,	New York,	January 16, 1893.
Adrian Iselin, Jr.,	do.	do.
C. O. D. Iselin,	do.	do.
J. H. Hocart,	do.	do.
J. A. Haskill,	do.	do.
W. F. Arms,	do.	do.
W. J. Webster,	do.	do.
W. J. McManius,	do.	do.
John McLeary,	do.	do.

Date of last meeting of stockholders for election of directors : January 18, 1892.

Postoffice address of general office : Helvetia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. A. Haskill,	Helvetia, Pa.
Secretary,	W. J. Webster,	Helvetia, Pa.
Treasurer,	J. A. Haskill,	Helvetia, Pa.
Chief Engineer,	W. F. Arms,	Helvetia, Pa.
General Solicitor, Attorney or Counsel,	E. H. Clark,	Brookville, Pa.
Auditor,	W. J. McManius,	Helvetia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mahoning Valley railroad,	Stanley,	Helvetia,	1.89	1.89
Buffalo, Rochester and Pittsburg railway.	Stanley,	Falls Creek,	8.07	8.07
Total mileage operated.			9.96	9.96

Contract with Buffalo, Rochester and Pittsburg railway, dated April 2, 1891, effective January 1, 1891, for a period of ten years, each party having the privilege of terminating same after five years, by giving two years' notice in writing. Contract covers use of Buffalo, Rochester and Pittsburg tracks between Stanley and Falls Creek, together with sidings, etc., for minimum rental of $33,000 yearly, payable monthly, based on the supposition that the tonnage transported by the Mahoning Valley will be ten per cent. of the entire tonnage transported by both parties over the Buffalo, Rochester and Pittsburg tracks between the points named, viz : Stanley and Falls Creek, it being agreed by both parties that the sum of $33,000 represents the interest on the original cost of construction of the road to be jointly used together with the cost of maintenance of way and conducting transportation, operating ex-

penses, and upon this amount of $33,000 made up of interest $13,500, maintenance of way expenses $5,000, and conducting transportation charges operating joint line at $11,500 annually, the charge for trackage is to be based for a single track between Stanley and Falls Creek, with use of intermediate sidings as may be necessary for proper handling of traffic as are in existence at date of this contract. But should the traffic necessitate additional facilities requiring additional capital for construction and expense of maintaining them, the yearly rentals to be increased in the same relative proportion of such increased capital and expense, but no charges are to be made increasing rental without mutual agreement of both parties. After first year rental to be based on actual tonnage of year preceding, or a certain percentage of the $33,000. Both parties being equally responsible for accidents, damages, etc., resulting from negligence of officers and employes, or failure of equipment, etc. The Mahoning Valley furnishing its own engine and crew for transporting their tonnage, and it is understood that all freight consigned over the Buffalo, Rochester and Pittsburg shall be forwarded to destination via the Buffalo, Rochester and Pittsburg, provided they offer equal facilities and give equal rates to destination as other lines may offer.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$71,092 34	Capital stock,	$45,000 00
Cost of equipment,	112,650 24	Funded debt,	72,000 00
Cash and current assets,	14,370 31	Current liabilities,	81,889 67
Profit and loss,	776 78		
Total,	$198,889 67	Total.	$198,889 67

IMPORTANT CHANGES DURING THE YEAR.

Yard extended at Falls Creek, 1.84 miles.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$2,865 70	
General office clerks,	1	894 88	$2 86
Station agents,	2	492 84	79
Enginemen,	1	1,333 08	4 27
Firemen,	1	647 41	2 09
Conductors,	1	996 38	2 78
Other trainmen,	3	1,855 14	2 01
Section foremen,	1	462 00	1 50
Other trackmen,	2	770 00	1 25
Employes—account floating,	1	450 00	1 45
All other employes and laborers,	1	600 00	1 91
Total,	16	$11,367 43	$2 43
Distribution of above:			
General administration,	3	$3,760 58	$3 89
Maintenance of way and structures,	3	1,232 00	1 35
Maintenance of equipment,	1	557 84	1 79
Conducting transportation,	9	5,817 01	2 36
Total,	16	$11,367 43	$2 43
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	16	$11,367 43	$2 43

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	1
Number wooden,	4
Gauge of track,	4 ft. 8½ in.

MARTIN'S CREEK RAILWAY COMPANY.

Date of organization: April 14, 1885.

By what authority incorporated: General railroad act of the Legislature of Pennsylvania, dated April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	January 16, 1893.
John P. Green,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Wissahickon Heights, Chestnut Hill,	do.

Date of last meeting of stockholders for election of directors: January 18, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	233 S. Fourth street, Phila.
Secretary, Treasurer,	Hugh B. Ely,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Martin's Creek Railway Company.	Middle of Delaware river.	Connection with the Bangor and Portland railroad, near mouth of Martin's Creek, Pa.	Pennsylvania Railroad Company.	.15	.15

The entire capital stock of Martin's Creek Railway Company is owned by the Belvidere Delaware Railroad Company, and is operated with that road under a lease from that company dated February 15, 1876, to the United New Jersey Railroad and Canal Company, from January 1, 1876, to June 30, 2870, which was assigned to the Pennsylvania Railroad Company March 7, 1876.

Surplus, after paying expenses and fixed charges, to be paid the lessors.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$30,000 00	Capital stock	$30,000 00
Total	$30,000 00	Total	$30,000 00

EMPLOYES AND SALARIES.

General officers, 2; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	1	1
Gauge of track		4 ft. 9 in.

MAUCH CHUNK, SUMMIT HILL AND SWITCH-BACK RAILROAD COMPANY.

Postoffice address of general office: Mauch Chunk, Pa.
Postoffice address of operating company: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
General Manager	T. L. Mumford	Mauch Chunk, Pa.
Superintendent	H. J. Mumford	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mauch Chunk, Summit Hill and Switch-Back railroad	Mauch Chunk	Summit Hill	18	18
Total mileage operated			18	18

GENERAL BALANCE SHEET.

DR.		CR.	
Cash and current assets	$5,831 77	Current liabilities	$875 85
		Profit and loss	$4,955 92
Total	$5,831 77	Total	$5,831 77

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$7,414 75	. . . . .
Station agents,	2	420 00	$1 40
Enginemen,	2	1,400 00	2 33
Firemen,	2	920 00	1 53
Conductors,	1	600 00	2 00
Other trainmen,	4	750 00	1 25
Machinists,	1	840 00	2 80
Section foremen,	1	480 00	1 60
Other trackmen,	8	2,541 79	1 25
Switchmen, flagmen and watchmen,	2	450 00	1 25
Total,	25	$15,816 54	. . . . .
Distribution of above:			
General administration,	2	$7,414 75	. . . . .
Maintenance of way and structures,	9	3,021 79	. . . . .
Maintenance of equipment,	1	840 00	. . . . .
Conducting transportation,	13	4,540 00	. . . . .
Total,	25	$15,816 54	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	25	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

Bridges:
Number wooden, ... 5
Trestles:
Number, ... 1
Aggregate length (feet), ... 650
Gauge of track, ... 3½ feet.

MAPLETON AND ROCKY RIDGE RAILWAY COMPANY.

Date of organization: June 29, 1891.
By what authority incorporated: Act of April 4, 1868; supplement June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
C. W. Phillips, ...	Pittsburg.	W. B. Blair, ...	Pittsburg.
I. O. Phillips, ...	Pittsburg.	A. Upjohn, ...	Pittsburg.

Date of last meeting of stockholders for election of directors: July 1, 1891.
Post office address of general office: No. 1919 Josephine street, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. W. Phillips,	Pittsburg, Pa.
Secretary,	A. Upjohn,	do.
Treasurer,		
Chief Engineer,	F. F. Robb,	do.
General Solicitor, Attorney or Counsel,	W. F. McCook,	do.
Auditor,	A. Upjohn,	do.
General Superintendent,	M. L. Ress,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mapleton and Rocky Ridge railway,	A junction with the Pennsylvania railroad near Mapleton Station,	The sand works of of Phillips Glass Company.	1	1

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.
By what authority incorporated: Act of April 4, 1868, and supplements.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
I. A. Sweigard,	Philadelphia,	Fourth Tuesday in January, 1893.
C. W. Raymond,	do.	do.
B. H. Bail,	do.	do.
C. G. Hancock,	do.	do.
H. T. Naisby,	do.	do.
R. S. Davis,	do.	do.
George Ziegler,	do.	do.
C. K. Klink,	do.	do.
C. E. Metzler,	do.	do.

Date of last meeting for election of directors, January 26, 1892.
Postoffice address, No. 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.
General Manager,	I. A. Sweigard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Middletown and Hummelstown railroad, .	Hummelstown, Pa.,	Middletown, Pa.. .	6.60	6.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$127,520 61	Capital stock,	$175,000 00
Cash and current assets,	75,116 65	Current liabilities,	35,407 01
Profit and loss,	7,769 75		
Total,	$210,407 01	Total,	$210,407 01

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4		
Station agents,	1	$660 00	$2 11
Enginemen,	1	942 24	3 02
Firemen.	1	586 56	1 88
Conductors,	1	936 00	3 00
Other trainmen,	2	1,110 72	1 78
Section foremen,	2	1,140 00	1 83
Other trackmen,	13	5,070 00	1 25
Switchmen, flagmen and watchmen,	1	360 00	1 15
Telegraph operators and dispatchers,	1	360 00	1 15
All other employes and labors,	2	384 00	62
Total,	29	$11,549 42	
Distribution of above:			
General administration,	4		
Maintenance of way and structures,	15	$6,210 00	
Conducting transportation,	10	5,339 42	
Total,	29	$11,549 42	
Employes in Pennsylvania:			
Total number of employes in Pensylvania,	29	$11,549 42	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	6.70	6.70
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	6.90	6.90
Gauge of track,		4 ft. 8½ in

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.

By what authority incorporated: Act of April 2, 1860, and supplements May 1, 1861, March 23, 1865, and March 6, 1867.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	February 21, 1893.
W. H. Barnes,	Philadelphia,	do.
R. D. Barclay,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia.	do.
John P. Green.	Philadelphia.	do.
N. P. Shortridge,	Wynnewood. Pa.,	do.
G. W. Elder,	Lewistown, Pa.,	do.
R. H. Lee, Jr.,	Lewistown, Pa.,	do.
James H. Mann.	Lewistown, Pa.,	do.
William Willis,	Lewistown, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 16, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mifflin and Centre County Railroad.	Lewistown Junction.	Milroy	Pennsylvania Railroad Company.	12.31	12.31

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years from March 19, 1863. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$365,939 39	Capital stock,	$167,775 00
Profit and loss,	46,676 75	Funded debt.	200,000 00
		Current liabilities.	44,841 14
Total.	$412,616 14	Total.	$412,616 14

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	12	12
Trestles:		
Number,	1	1
Aggregate length (feet),	55	55
Telegraph:		
Miles of line owned by this company	6	6
Miles of wire owned by this company	13	13
Miles of line operated by Pennsylvania Railroad Company, lessee	7	7
Miles of wire operated by Pennsylvania Railroad Company, lessee	15	15
Gauge of track		4 ft. 9 in.

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization: February 7, 1828.

By what authority incorporated: State of Pennsylvania. Act approved February 7, 1828.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.		DATE OF EXPIRATION OF TERM.
A. J. Antelo	407 Library street,	Philadelphia.	December, 1892.
George DeB. Keim	do.	do.	do.
Thomas Cochran	do.	do.	do.
P. C. Hollis	do.	do.	do.
William R. Taylor	do.	do.	do.
J. M. Landis	do.	do.	do.

Date of last meeting of stockholders for election of directers: December 28, 1891.

Postoffice address of general office: 407 Library street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	No. 407 Library street, Philadelphia.
Secretary	P. C. Hollis	do. do.
Treasurer		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek Junction,	Newcastle, . .	Philadelphia and Reading Railroad Company.	3.80	3.80

The Mill Creek and Mine Hill Navigation and Railroad Company leased its road to the Philadelphia and Reading Railroad Company on the 25th of July, 1861, for 999 years at an annual rental of $33,000 and taxes.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$323,045 00	Capital stock,		$323,375 00
Cash and current assets,	1,631 39	Dividend not called for,		43 75
Six months rental. due June 1, 1892, dividend declared in July,	16,500 00	Profit and loss,	$17,757 64	17,757 64
		Deduct July dividend,	16,168 75	
		Net surplus,	$1,588 89	
Total,	$341,176 39	Total,		$341,176 39

EMPLOYES AND SALARIES.

CLASS.	Number	Total yearly compensation.	Average daily compensation.
President,	1	$200 00	
Secretary and Treasurer,	1	250 00	
Total,	2	$450 00	$1 23

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	9	9
Trestles:		
Number,	3	3
Aggregate length (feet),	230.75	230.75
Telegraph:		
Miles of line operated by Philadelphia. Reading and Pottsville Telegraph Company.	4	31
Miles of wire operated by Philadelphia. Reading and Pottsville Telegrapn Company,	31	31

Gauge of track, ... 4 ft. 8½ in.

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization: March 24, 1828.

By what authority incorporated: Act of Legislature of the State of Pennsylvania, dated March 24, 1828.

If a consolidated company, name the constituent companies: Mine Hill and Schuylkill Haven Railroad Company, chartered March 24, 1828.

Mt. Eagle and Tremont railroad, chartered April 29, 1853; supplement to charter March 22, 1855; merged into Mine Hill, March 24, 1862.

Schuylkill Haven and Lehigh River railroad, chartered July 14, 1862; merged into Mine Hill, May 16, 1863.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Benj. H. Shoemaker,	205 N. Fourth street, Philadelphia,	January 1, 1893, or until others are chosen.
Frederick Fraley,	1000 Walnut street, Philadelphia,	
John W. Biddle,	459 Marshall street, Philadelphia,	
William Hocker,	233 S. Fourth street, Philadelphia,	
Alfred Jones,	Germantown, Philadelphia,	
James G. McCollin,	506 Marshall street, Philadelphia,	
Barclay R. Leeds,	3221 N. Seventeenth st., Philadelphia,	
Philip C. Garrett,	Logan P. O., Philadelphia,	
Thomas McKean,	153 Dock street, Philadelphia,	
Redwood F. Warner,	School Lane, near Wissahickon avenue, Germantown, Philadelphia,	
John S. Jenks,	241 Chestnut street, Philadelphia,	

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 119 South Fourth street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Benj. H. Shoemaker,	205 North Fourth street, Philadelphia.
Secretary,	James G. McCollin,	119 South Fourth street, Philadelphia.
Treasurer,	John W. Biddle,	119 South Fourth street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mine Hill and Schuylkill Haven Railroad Company.	Schuylkill Haven.	Locust Gap. Tremont, New Lincoln.	Philadelphia and Reading Railroad Company.	51.8	51.8

The Mine Hill and Schuylkill Haven Railroad Company is leased to the Philadelphia and Reading Railroad Company for a period of 999 years, at a rental of eight per cent on the capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$4,165,572 49	Capital stock	$4,210,200 00
Cash and current assets	3,149 30	Due Philadelphia and Reading Railroad Company	67 13
Profit and loss	43,739 34	Dividends due	2,194 00
Total	$4,212,461 13	Total	$4,212,461 13

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $4,000.

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.
By what authority incorporated: State of Pennsylvania, act of April 4, A. D. 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry A. Laughlin	Pittsburg	January 9, 1893.
B. F. Jones	do.	do.
George M. Laughlin	do.	do.
James Laughlin, Jr.	do.	do.
W. L. Jones	do.	do.
W. L. King	do.	do.
B. F. Jones, Jr.	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Third avenue and Fry street, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry A. Laughlin	Pittsburg.
Vice President	James Laughlin, Jr.	do.
Secretary	Benjamin Page	do.
Treasurer	James Laughlin, Jr.	do.
Solicitor	John D. McKennan	do.
Auditor	Benjamin Page	do.
General Manager	W. C. Quincy	do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line,	Ormsby,	Baltimore and Ohio Railroad Junction,	.90	.90
South Side branch.	Main line,	Pittsburg and Lake Erie Railroad Junc.	.30	.30
West branch,	Main line,	Along Monongahela river,	.87	.87
Other branches,			1.06	1.06
Total mileage operated.			3.13	3.13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$659,208 65	Capital stock,	$450,000 00
Cost of equipment,	36,212 25	Funded debt,	200,000 00
Lands owned,	21,775 00	Current liabilities,	41,372 97
Cash and current assets.	57,159 43	Profit and loss,	82,982 36
Total,	$774,355 33	Total,	$774,355 33

IMPORTANT CHANGES DURING THE YEAR.

Fifty shares of common stock sold at par $100.00.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$6,975 00	. . . . .
General office clerks,	1	840 00	$2 71
Station agents,	1	1,500 00	4 85
Other station men,	3	2,010 00	3 25
Enginemen,	6	5,621 58	3 00
Firemen,	6	3,289 13	1 80
Conductors,	6	5,000 00	2 64
Other trainmen,	6	9,961 51	1 98
Carpenters,	3	1,825 20	2 58½
Other shopmen,	4	2,083 65	1 70
Section foremen,	3	3,029 23	2 62
Other trackmen,	17	8,014 63	1 33½
Switchmen, flagmen and watchmen,	3	1,330 16	1 20
Telegraph operators and dispatchers,	1	1,500 00	4 10
All other employes and laborers (temporarily engaged),	18	2,340 65	. . . . .
Total,	92	$55,320 77	$2 47
Distribution of above:			
General administration,	3	$7,815 00	$8 43
Maintenance of way and structures,	38	14,985 41	1 86
Maintenance of equipment,	4	2,083 65	1 69
Conducting transportation,	47	30,436 71	2 50
Total,	92	$55,320 77	$2 47
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	92	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	
Trestles:		
Number	3	
Aggregate length (feet)	2,100	
Telegraph:		
Miles of line owned by this company (telephone lines)	.9	.9
Miles of wire owned by this company (telephone lines)	1.8	1.8
Miles of line operated by this company (telephone lines)	.9	.9
Miles of wire operated by this company (telephone lines)	1.8	1.8
Miles of line operated by Postal Telegraph Cable Company	.3	.3
Miles of wire operated by Postal Telegraph Cable Company	2.7	2.7

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Locomotive house and grounds, from Laughlin & Co. (Limited); land for depot grounds and tracks, from M. K. Moorhead.

MONONGAHELA RIVER AND STREETS RUN RAILROAD COMPANY.

Date of organization: January 2, 1892.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Lloyd	Altoona, Pa.	January 5, 1893.
Richard Coulter	Greensburg, Pa.	do.
E. M. Gross	Greensburg, Pa.	do.
Thomas Donohoe	Greensburg, Pa.	do.
F. Miller	Greensburg, Pa	do.

Date of last meeting of stockholders for election of directors: Tuesday, January 5, 1892.

Postoffice address of general office: Greensburg, Westmoreland county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John Lloyd	Altoona, Pa.
Secretary	C. A. Buch	Altoona, Pa.
Treasurer	Thomas K. Maher	Altoona, Pa.
General Solicitor, Attorney or Counsel	Scott & Gordon	Pittsburg.
General Manager	E. M. Gross	Greensburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From—	To—		
Monongahela River and Streets Run railroad.	A point on the Monongahela river at or near Hays station P., McK & Y. R. R., Allegheny county, Pa.,	A point at or near Willock, a station on the Wheeling Division of the B. & O. R. R.	3	3

Completed to a connection with mines of Harrison Gas Coal Company, 1.1 miles.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$32,020 29	Capital stock,	$30 000 00
Cost of equipment,	100 00	Current liabilities,	2,120 29
Total,	$32,120 29	Total,	$32,120 29

IMPORTANT CHANGES DURING THE YEAR.

Part of this road was originally a narrow gauge mine road and acquired by this company by purchase; this part has been entirely renewed as to ties, rails, etc., and made into a standard gauge railroad with a third rail for mine cars.

We commenced operating completed part on or about May 1, 1892.

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
General officers,	4	
Enginemen,	1	$3 25
Other trainmen,	3	6 60
Other trackmen,	8	14 40
Switchmen, flagmen and watchmen,	1	1 80
Total,	17	$26 05
Distribution of above:		
General administration,	4	
Maintenance of way and structures,	8	14 40
Conducting transportation,	5	11 65
Total,	17	$26 05

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length (feet),	70	70

Gauge of track, 4 ft. 9 in.

MONT ALTO RAILROAD COMPANY.

Date of organization: Incorporated May 3, 1864. Organized November 14, 1871.

By what authority incorporated: Laws of the State of Pennsylvania. An act to incorporate, May 3, 1864. An act extending time and completion, March 9, 1870. Supplement to incorporate, April 6, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	May 10, 1893.
J. F. Boyd,	Chambersburg, Pa.,	do.
Chauncey Ives,	Chambersburg, Pa.,	do.
Hastings Gehr,	Chambersburg, Pa.,	do.
M. C. Kennedy,	Chambersburg, Pa.,	do.
E. P. Dwight,	Philadelphia,	do.
Ezra Frick,	Waynesboro, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 11, 1892.

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary, Treasurer,	Edward B. Wiestling,	Mont Alto, Pa.
Auditor,	W. L. Ritchey,	Chambersburg, Pa.
General Superintendent,	J. F. Boyd,	Chambersburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mont Alto railroad,	Junction with Cumberland Valley railroad,	Waynesboro, Pa.,	17.89	17.89

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$218,204 75	Capital stock,	$110,000 00	
Cost of equipment,	16,795 25	Funded debt,	125,000 00	
Cash and current assets,	9,878 52			$235,000 00
Profit and loss,	127,949 00	Current liabilities,		137,827 52
Total,	$372,827 52	Total,		$372,827 52

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of transportation.

Mail, for $1,094.38.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$800 00	
Station agents	4	1,358 00	$1 13
Enginemen	2	2,034 50	3 25
Firemen	2	1,017 25	1 62½
Conductors	2	1,580 65	2 52
Other trainmen	3	1,643 25	1 75
Section foremen	3	1,440 00	1 53
Other trackmen	17	4,688 90	90
Switchmen, flagmen and watchmen	1	313 00	1 00
Telegraph operators and dispatchers	1	480 00	1 53
Total	41	$15,355 55	1 36
Distribution of above:			
General administration	6	$800 00	$2 58
Maintenance of way and structures	20	6,128 90	97
Conducting transportation	15	8,426 65	1 79
Total	41	$15,355 55	$1 36
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	41		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number of iron	20	20
Number wooden	11	11
Trestles:		
Number	1	1
Telegraph:		
Miles of line owned by this company	20.5	20.5
Miles of wire owned by this company	20.5	20.5

Gauge of track, ... 4 ft. 9 in.

MONTOUR RAILROD COMPANY.

Date of organization: September 19, 1877.

By what authority incorporated: "An act to authorize the formation and regulation of railroad companies," act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Wm. J. McKinnie	Cleveland, Ohio.	W. M. Short	Pittsburg.
U. A. Andrews	Pittsburg.	W. B. Rodgers	Pittsburg.
W. B. Case	Pittsburg.	J. Rodgers McCreery	Pittsburg.

Date of last meeting of stockholders for election of directors: October 31, 1891.
Postoffice address of general office: 95 Fifth avenue, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. J. McKinnie	Cleveland, Ohio.
Secretary, Treasurer	W. M. Short	Pittsburg.
Chief Engineer	C. A. Cooper	Pittsburg.
General Solicitor, Attorney or Counsel	W. B. Rodgers	Pittsburg.
Auditor	W. B. Case	Pittsburg.
General Manager	U. A. Andrews	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line (owned)	Montour Junction, Pa.	Imperial, Pa.	11	11

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General office clerks	2	$520 00
Station agents	2	310 00
Other station men	1	240 00
Enginemen	2	1,680 00
Firemen	2	1,104 00
Conductors	2	1,500 00
Other trainmen	2	1,080 00
Machinists	4	2,105 97
Carpenters	6	3,864 75
Other shopmen	1	547 78
Section foremen	1	558 00
Other trackmen	10	3,806 40
Switchmen, flagmen and watchmen	1	313 00
Telegraph operators and dispatchers	2	400 00
All other employes and laborers	1	600 00
Total	39	$18,629 90
Employes in Pennsylvania: Total number of employes in Pennsylvania	39	$18,629 90

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden	13
Telegraph:	
Miles of line owned by this company	11
Miles of wire owned by this company	11
Miles of line operated by this company	11
Miles of wire operated by this company	11
Gauge of track	4 ft. 8½ in.

MONTROSE RAILWAY COMPANY.

Date of organization: April 15, 1869, supplement March 17, 1871, charter signed April 3, 1871.

By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Klotz,	Mauch Chunk,	January, 1893.
Charles O. Skeer,	Mauch Chunk,	do.
S. D. Thomas,	Springville,	do.
H. K. Sherman,	Springville,	do.
C. M. Gere,	Montrose.	do.
Azur Lathrop,	Montrose,	do.
Paul Billings,	Tunkhannock,	do.
W. E. Little,	Tunkhannock,	do.
Lemuel Blakslee,	Springville,	do.
Samuel H. Sayre,	Montrose,	do.
J. S. Tarbell,	Montrose,	do.
Abram Luce,	Montrose,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James I. Blakslee,	Mauch Chunk.
Secretary,	J. R. Raynsford,	Montrose.
Treasurer,	Asa P. Blakslee,	Mauch Chunk.
General Solicitor, Attorney or Counsel,	Wm. M. Post,	Montrose.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Montrose railway.	Tunkhannock.	Montrose,	28	28

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332,661 18	Capital stock,	$304,900 00
Cost of equipment,	41,308 13	Capital part paid,	2,527 21
Cash and current assets,	15,265 56	Current liabilities,	166 64
		Profit and loss,	81,641 02
Total,	$389,234 87	Total,	$389,234 87

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pays us monthly one-sixth ($\frac{1}{6}$) of gross receipts.

The United States pay us an amount quarterly, based on a weight of mail matter carried.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$1,700 00	$1 36
Station agents	2	300 00	48—
Enginemen	1	1,166 19	3 72+
Firemen	1	627 94	2 00+
Conductors	1	1,333 34	4 26—
Other trainmen	2	1,052 50	1 68+
Section foremen	4	1,722 35	1 40+
Other trackmen	14	4,488 45	1 02
Switchmen, flagmen and watchmen	1	664 41	1 65
Total		$13,055 18	
Distribution of above:			
General administration	4	$1,700 00	
Maintenance of way and structures	19	7,175 21	
Conducting transportation	8	4,179 97	
Total	31	$13,055 18	(av.) $1 34½
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	31		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	1

Gauge of track, 3 feet.

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY

Date of organization: July 16, 1842.

By what authority incorporated: State of Pennsylvania, act approved July 16, 1842.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.		DATE OF EXPIRATION OF TERM.
A. J. Antelo	407 Library street,	Philadelphia.	December, 1892.
George deB. Keim	do.	do.	do.
Thomas Cochran	do.	do.	do.
P. C. Hollis	do.	do.	do.
William R. Taylor	do.	do.	do.
James M. Landis	do.	do.	do.

Date of last meeting of stockholders for election of directors: December 28, 1891.

Postoffice address of general office: 407 Library street.

Postoffice address of operating company: The Philadelphia and Reading Railroad Company, 227 South Fourth street.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod.	407 Library street, Philadelphia
Secretary,	P. C. Hollis.	do. do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Carbon and Port Carbon Railroad Company.	Mount Carbon.	Port Carbon.	Philadelphia and Reading Railroad Company.	2.50	2.50

The Mount Carbon and Port Carbon Railroad Company has leased its road to the Philadelphia and Reading Railroad Company for a term of 50 years. The lease is dated March 5, 1860. The annual rental is $36,250.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$282,815 45	Capital stock,	$282,350 00
Cash and current assets,	1,153 38	Current liabilities,	858 30
		Profit and loss,	760 53
Total,	$283,968 83	Total,	$283,968 83

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
President,	1	$200	
Secretary and Treasurer,	1	250	
Total,	2	$450	$1 23

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number wooden.	1	1
Trestles:		
Number,	2	
Aggregate length (feet).	480	480
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	2.50	2.50
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	10	10

Gauge of track, ... 4 ft. 8½ in.

MOUNT CARMEL AND NATALIE RAILROAD COMPANY.

Date of organization: March, 1891.
By what authority incorporated: General law of the State.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
N. Taylor,	Wilkesbarre, Pa.,	March 17, 1893.
W. D. Dutton,	Philadelphia,	do.
W. W. Patterson,	Scranton, Pa.,	do.
H. F. Sterner,	Philadelphia,	do.
John McGinnis, Jr.,	New York city,	do.
E. C. Homans,	New York city,	do.
J. G. Case,	New York city,	do.

Date of last meeting of stockholders for election of directors: March 17, 1892.
Postoffice address of general office: 1001 Chestnut street, Philadelphia; 143 Liberty street, New York city.
Postoffice addresss of operating company: Philadelphia and Reading Railroad Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John McGinnis, Jr.,	143 Liberty street, New York.
Secretary,	J. G. Case,	143 Liberty street, New York.
Treasurer,	J. C. Bailey,	1001 Chestnut street, Philadelphia.
General Solicitor, Attorney or Counsel.	Nathaniel Taylor,	143 Liberty street, New York. Wilkesbarre, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Carmel and Natalie.	One-half mile northeast of Alaska,	Natalie,	Philadelphia and Reading.	6.5	6.5

On the 20th day of March, 1891, the Mount Carmel and Natalie Railroad Company entered into a contract with the Penn Anthracite Coal Company, to transport over its railroad all the coal mined and to be mined by said coal company, and on the 20th day of March, A. D. 1891, the Mount Carmel and Natalie Railroad Company, in furtherance of its contract with said coal company, made and entered into a contract with the Philadelphia and Reading Railroad Company, to run twenty years from date thereof, which provides that said Philadelphia and Reading Railroad Company shall, for said period of twenty years, promptly furnish all necessary cars and engines for the transportation of all the coal mined and shipped by said Penn Anthracite Coal Company over the Mount Carmel and Natalie railroad, and allow to the said

Mount Carmel and Natalie Railroad Company a division of tolls on all the coal so hauled over its railroad. Further, that the Philadelphia and Reading Railroad Company shall maintain the Mount Carmel and Natalie Railroad in a good and efficient condition for twenty years, and to be paid the cost of maintenance, with ten per cent. added, by the Mount Carmel and Natalie Railroad Company.

NOTE.—The Mount Carmel and Natalie railroad was finished and began operations the latter part of December, 1891.

EMPLOYES AND SALARIES.

General officers:

President (no compensation).	
Treasurer (total yearly compensation),	$2,000 00
Secretary (total yearly compensation),	1,500 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	2,500	2,500

MOUNT JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.

By what authority incorporated: General act approved April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Elisha K. Kane,	Kane, Pa.,	January, 1893.
Thomas L. Kane,	do.	do.
Thomas McClellan,	do.	do.
Evan O'u. Kane,	do.	do.
D. T. Hall,	do.	do.
J. D. Magowan,	do.	do.
J. D. Watts,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Kushequa, McKean county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha K. Kane,	Kane, Pa.
Secretary,	H. A. Kane,	Kane, Pa.
Treasurer,	Thomas L. Kane,	Kane, Pa.
Chief Engineer,	G. Lyons,	Bradford, Pa.
Auditor,	J. D. Watts,	Kushequa, Pa.
General Manager,	J. Dennistome Watts,	Kushequa, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mount Jewett, Kinzua and Ritervilie. . . .	Mount Jewett, ...	Camp Halsey, ...	5
	Kushequa, ...	Gaffneys, ...	1
	McAmbley Junction,	McAmbleys, ...	.50
	McAmbley Junction,	Beaver Meadows, . .	.50
	Kushequa, 1st switch,	Kushequa Pond, . . .	.25
Kinzua Hemlock railroad, ...	Camp Halsey, ...	Town Line.	8.50
Total mileage, ...			15.75

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua Hemlock railroad,	Camp Halsey,	Town Line, . . .	Mount Jewett, Kinzua and Riterville.	8.50	8.50

Whereas, the Kinzua Hemlock railroad is desirous of constructing a railroad from Camp Halsey, in McKean county, to West Line, in Lafayette township, said county, wishes to procure aid from the Mount Jewett, Kinzua and Riterville Railroad Company. It is agreed that the said railroad shall subscribe $57,000 to the capital stock of Kinzua Hemlock railroad, and will further pay or advance a sum not to exceed $20,000 to be used constructing the Kinzua Hemlock railroad, and in payment of its indebtness and purchase of motive power, etc., for its use. And also agreed, in consideration of the foregoing, the Kinzua Hemlock railroad agrees that upon the completion of its main line to west line it will pay the Mount Jewett, Kinzua and Riterville railroad the sum of $12,000, and will make, execute and deliver to the same party a good and valid lease of its said railroad property and appurtenances for the term of ninety-nine years, which lease shall contain reasonable stipulations on the part of the said lessee to perform the contract and obligations of the lessor and for its maintenance and operation.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road.	$126,459 17	Capital stock.		$80,000 00
Cost of equipment.	15,432 85	Funded debt.	$46,459 17	
		Current liabilities. . . .	13,250 43	
				59,709 60
		Accrued interest on funded debt not yet payable.		60,000 00
		Profit and loss.		1,582 42
Total.	$141,892 02	Total.		$141,892 02

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	8	8
Aggregate length (feet),	4	
Telephone:		
Miles,	7	

Gauge of track, 4 ft. 8½ in.

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 20, 1889.
By what authority incorporated: Under general railroad law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Rick,	Reading, Pa.,	January, 1893.
James Nolan,	do.	do.
S. E. Ancona,	do.	do.
Jesse G. Hawley,	do.	do.
Thomas P. Merritt,	do.	do.
Frank S. Livingood,	do.	do.
M. B. McKnight,	do.	do.
Daniel H. Wingerd,	do.	do.
Wm. R. McIlvain,	do.	do.
B. F. Owen,	do.	do.
Henry A. Muhlenberg,	do.	do.
J. G. Leinbach,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Northeast corner Fifth and Penn streets, Reading, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Rick,	Reading, Pa.
Vice President,	D. B. D. Beaver, M. D.,	do.
Secretary,		
Treasurer,	Frank S. Livingood,	do.
General Solicitor, Attorney or Counsel,	Henry A. Muhlenberg,	do.
General Manager,	Wm. B. Harper,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mount Penn Gravity Railroad Company.	Mineral spring, Park station.	Mineral spring, Park station.	8

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$110,209 78	Capital stock,	$100,000 00
Cost of equipment,	29,238 78	Funded debt,	75,000 00
Cash and current assets,	1,108 51	Accrued interest on funded debt not yet payable,	915 00
Other assets:			
Sundries, accident,	19,774 33		
Profit and loss,	15,583 60		
Total,	$175,915 00	Total,	$175,915 00

IMPORTANT CHANGES DURING THE YEAR.

March 1, 1892, work begun on change in road, which consisted of the taking up of portion of old track, near the station, and changing route of road, making the whole length of line eight miles; the principal change being the insertion of a switch-back, operated by two switches, and a continuation of the line to a point in the up track.

April 11, 1892. At meeting of board of directors, details for issuing a second mortgage for $40,000 were completed, in pursuance of authority given at stockholder's meeting, held March 21, 1892. The mortgage was issued and recorded bearing date April 11, 1892.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	5		
Station agents,	1	$540 00	$1 45
Enginemen,	2	1,485 00	2 49
Firemen,	2	806 00	1 50
Conductors,	2	520 00	1 45
Other trainmen,	5	1,170 00	1 38
Section foremen,	1	540 00	1 61
Other trackmen,	3	1,170 00	1 25
Switchmen, flagmen and watchmen,	3	990 00	1 34
All other employes and laborers,	8	914 00	1 25
Total,	32	$8,135 00	$1 43
Distribution of above:			
Maintenance of way and structures and construction,		$2,067 50	
Maintenance of equipment,		988 50	
Conducting transportation,		5,079 00	
Total,		$8,135 00	

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	1
Gauge of track,	4 ft. 8½ in.

MOUNT PLEASANT AND BROAD FORD RAILROAD COMPANY.

Date of organization: May 16, 1870.

By what authority incorporated: State of Pennsylvania, acts of February 19, 1849, and April 6, 1870.

Operated by Pittsburg and Connellsville Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. D. Meeds,	Pittsburg,	Second Monday in January, 1893.
W. C. Magee,	Pittsburg,	do. do.
J. B. Jackson,	Pittsburg,	do. do.
John Bissell,	Pittsburg,	do. do.
S. L. Schoonmaker,	Pittsburg,	do. do.
C. L. Fitzhugh,	Allegheny, Pa.,	do. do.
O. P. Shupe,	Mount Pleasant, Pa.,	do. do.
A. R. Banning,	Connellsville, Pa.,	do. do.
John D. Frisbee,	Connellsville, Pa.,	do. do.
C. F. Mayer,	Baltimore, Md.,	do. do.
Robert Garret,	Baltimore, Md.,	do. do.
Alexander Shaw,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Pittsburg.

Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg.
Secretary, Treasurer,	A. W. Black,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Pleasant and Broad Ford Railroad Company.	Broad Ford, Pa.,	Mt. Pleasant, Pa.	Pittsburg and Connellsville Railroad Company.	9.70	9.70
Total mileage,				9.70	9.70

Operated by the Baltimore and Ohio Railroad Company, by virtue of lease of Pittsburg and Connellsville Railroad Company, the lessee of this company. Lease dated January 2, 1871, for ninety-nine (99) years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$203,983 07	Capital stock,	$150,500 00
Cash and current assets,	595,074 50	Profit and loss,	648,557 57
Total,	$799,057 57	Total,	$799,057 57

CHARACTERISTIC OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	4	4
Trestles:		
Number,	1	1
Aggregate length (feet),	32	32

Gauge of track, 4 ft. 8¾ in

NESCOPEC RAILROAD COMPANY.

Date of organization: June 3, 1886.

By what authority incorporated: General law, April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	May 9, 1893.
Henry D. Welsh,	Philadelphia.	do.
J. C. Bright,	Pottsville, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Amos R. Little.	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nescopec railroad, ...	Nescopec, .	Rock Glen Junction.	Pennsylvania Railroad Company.	11.96	11.96

Operated by the Pennsylvania Railroad Company under resolutions of boards of directors of both companies.

Rental, net earnings.

This arrangement went into effect April 25, 1887, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$460,395 28	Capital stock, ...	$259,000 00
Profit and loss, ...	73,535 06	Funded debt, ...	200,000 00
		Current liabilities, ...	74,930 34
Total.	$533,930 34	Total, ...	$533,930 34

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	1	1
Number iron, ...	7	7
Telegraph:		
Miles of line owned by this company, ...	12	12
Miles of wire owned by this company, ...	24	24
Miles of line operated by Pennsylvania Railroad Company, lessee. . .	12	12
Miles of wire operated by Pennsylvania Railroad Company, lessee, .	24	24

Gauge of track, ... 4ft. 9 in.

NESQUEHONING VALLEY RAILROAD COMPANY.

Date of organization: May 14, 1861.
By what authority incorporated: Special act of May 14, 1861.
Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
F. R. Cope,	Philadelphia,	Second Monday in January,	1893.
J. W. Woolston,	do.	do.	do.
W. P. Cresson,	do.	do.	do.
J. S. Harris,	do.	do.	do.
E. W. Clark,	do.	do.	do.
P. C. Garrett,	do.	do.	do.
Edward Lewis,	do.	do.	do.
S. Dickson,	do.	do.	do.
B. H. Shoemaker,	do.	do.	do.
J. W. Biddle,	do.	do.	do.
George C. Thomas,	do.	do.	do.
J. Bayard Henry,	do.	do.	do.
R. V. Massey, Jr.,	do.	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. W. Woolston,	Philadelphia.
Secretary, Treasurer,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nesquehoning Valley railroad.	Nesquehoning Juction,	Tamanend. .	Central Railroad Company of New Jersey.	16.66	16.66

The Nesquehoning Valley railroad is leased to the Lehigh Coal and Navigation Company for the term of 999 years from November 4, 1868. The road was sublet to the Central Railroad Company of New Jersey March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,418,756 35	Capital stock,	$1,418,600 00
Cash and current assets.	1,109 34	Current liabilities,	1,265 69
Total,	$1,419,865 69	Total.	$1,419,865 69

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: February 5, 1889.

By what authority incorporated: Act of April 4, 1868, and acts supplementary thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George Brooke,	Birdsboro, Pa.,	June 28, 1893.
George F. Baer,	Reading, Pa.,	do.
William D. Smith,	Reading, Pa.,	do.
W. F. Wooten,	Reading, Pa.,	do.
M. C. McIlvain,	Reading, Pa.,	do.
R. T. Leaf,	Reading, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 28, 1892.

Postoffice address of general office: 536 Penn street, Reading, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry T. Kendall,	Reading, Pa.
Secretary,	Morton C. McIlvain,	do.
Treasurer,	D. W. Stehman,	do.
General Solicitor. Attorney or Counsel,	George F. Baer,	do.
General Superintendent,	Paul D. Millholland,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Neversink Mountain railroad,	Ninth and Penn streets, Reading,	Klapperthal.	8	8

STOCKS OWNED.

Neversink Light, Heat and Power Company (total par value),	$24,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$145,666 32	Capital stock,	$100,000 00
Cost of equipment,	63,371 55	Funded debt,	16,000 00
Stocks of other companies owned,	24,000 00	Current liabilities,	127,870 28
Lands owned,	11,937 32	Profit and loss,	2,037 48
Cash and current assets,	932 57		
Total,	$245,907 76	Total,	$245,907 76

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	2	2
Aggregate length (feet)	200	200
Gauge of track	4 ft. 2½ in.	

NEWCASTLE AND BEAVER VALLEY RAILROAD COMPANY

Date of organization: March 29, 1862.

By what authority incorporated: Act of assembly February 6, 1862; supplement approved February 17, 1863; supplement approved April 20, 1864; supplement approved April 9, 1869.

Operated by Pennsylvania Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION TERM.
Wm. Patterson	Newcastle, Pa.	Second Monday of January, 1893
John B. Jackson	Pittsburg	do. do.
L. Raney	Newcastle, Pa.	do. do.
John L. Crawford	Newcastle, Pa.	do. do.
A. R. Lee	Erie, Pa.	do. do.
J. M. Clapp	Washington, D. C.	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: New Castle, Pa.

Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	S. W. Cunningham	Pittsburg.
Secretary, Treasurer	J. A. Crawford	Newcastle, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Newcastle and Beaver Valley	Newcastle	Homewood	Pennsylvania	14.98	14.98

June 29, 1865, leased to the Pittsburg, Ft. Wayne and Chicago Railway Company for 99 years at a rental of forty per cent. of gross earnings. This lease assigned by the lessee to the Pennsylvania Railroad Company, under date of June 7, 1869.

June 29, 1874, the Pennsylvania Railroad Company conveyed this lease to the Pennsylvania Company, to take effect as of date April 1, 1871.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$877,059 84	Capital stock,	$700,000 00
Cash and current assets,	75,214 15	Current liabilities,	1,966 49
		Income under lease,	250,307 50
Total,	$952,273 99	Total,	$952,273 99

EMPLOYES AND SALARIES.

General officers, 2; total yearly compensation, $1,600.

NEWCASTLE AND BEAVER VALLEY RAILROAD—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Newcastle and Beaver Valley railroad,	Homewood, Pa.,	Newcastle, Pa.,	14.98	14.98
Total mileage operated,			14.98	14.98

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of its gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole; customary rates are also paid for the use of Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other Contracts—The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$2,538 45	. . . . .
General office clerks	6	4,131 80	$2 50
Station agents	5	2,743 32	1 68
Other station men	6	4,477 80	1 91
Enginemen	5	6,814 70	3 08
Firemen	6	4,079 30	1 77
Conductors	5	4,749 60	2 70
Other trainmen	14	9,505 14	1 92
Machinists	1	536 84	2 42
Carpenters	3	1,716 04	1 96
Other shopmen	24	12,293 60	1 48
Section foreman	3	1,591 20	1 71
Other trackmen	20	6,739 10	1 13
Switchmen, flagmen and watchmen	4	1,625 40	1 32
All other employes and laborers	1	433 60	1 26
Total	105	$63,975 89	$1 82
Distribution of above:			
General administration	8	$6,670 25	$3 10
Maintenance of way and structures	23	8,330 30	1 21
Maintenance of equipment	28	14,546 48	1 54
Conducting transportation	46	34,428 86	2 05
Total	105	$63,975 89	$1 82
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	105	$63,975 89	$1 82

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	6	6
Number iron	6	6
Number wooden	1	1
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company	14.9	14.9
Miles of wire operated by this company	36	36
Miles of line operated by Western Union Telegraph Company, jointly with this company	14.9	14.9
Miles of wire operated by Western Union Telegraph Company	29.8	29.8

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : Star Union Line.

NEWCASTLE AND BUTLER RAILWAY COMPANY.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
M. S. Marquis.	Newcastle, Pa.	G. B. Boyer, ...	Newcastle, Pa.
F. W. Biddle.	do.	F. W. Marquis, ...	do.
W. H. Marquis, ...	do.		

Date of last meeting of stockholders for election of directors: June, 1892.
Postoffice address of general office: Newcastle Pa.

OFFICERS.

TITLE.	TITLE.	ADDRESS.
President, ...	M. S. Marquis, ...	Newcastle, Pa.
Vice President, ...	F. W. Biddle, ...	Newcastle, Pa.
Treasurer, ...	W. H. Marquis, ...	Newcastle, Pa
General Solicitor, Attorney or Counsel. . .	A. L. Hazen.	Butler, Pa.
General Superintendent, ...	W. H. Marquis, ...	Newcastle, Pa

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Newcastle and Butler railroad, ...	Newcastle, ...	Mineral Ridge, . . .	2.5	2.5

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Englnemen, ...	1	$783 92	$2 50
Firemen, ...	1	470 35	1 50
Conductors, ...	1	862 31	2 75
Shopmen, ...	1	627 24	2 00
Trackmen, ...	1	470 35	1 50
Switchmen, flagmen and watchmen, ...	1	313 57	1 00
Total, ...	6	$3,527 74	$11 25

CHARACTERISTICS OF ROAD.

Trestles:	
Number	3
Aggregate length (feet)	350
Gauge of track	3 ft. 2 in.

The capital stock is all owned by myself of the Newcastle and Butler railroad and operated by myself, carrying limestone and clay. I do not keep itemized accounts, having only the total operating and earning accounts, hence unable to make this report in full.

M. S. MARQUIS,
President.

NEWCASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1887.

By what authority incorporated: Laws of Pennsylvania.

Operated by New York, Lake Erie and Western, lessee of New York, Pennsylvania and Ohio.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Johnson	Newcastle, Pa.	May, 1893.
L. Raney	Newcastle, Pa.	do.
William Patterson	Newcastle, Pa.	do.
Charles S. Wallace	Newcastle, Pa.	do.
P. L. Kimberly	Sharon, Pa.	do.
E. A. Wheeler	Sharon, Pa.	do.
Charles E. Whitehead	New York city	do.
E. B. Thomas	New York city	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: Newcastle, Pa.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	G. W. Johnson	Newcastle, Pa.
Vice President	L. Raney	do.
Secretary, Treasurer	Charles S. Wallace	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From--	To—			
Newcastle and Shenango Valley Railroad Company.	Newcastle. .	Middlesex. . .	N. Y., L. E. & W. R. R. Co. lessee N.Y.P.& O.	16.2	16.2
Side tracks, ...	. . . . .	. . . . .	. . . . .	2.8	2.8
Total mileage, ...	. . . . .	. . . . .	. . . . .	19	19

The line of the Newcastle and Shenango Valley Railroad Company is leased by the New York, Pennsylvania and Ohio Railroad Company, for a term of ninety-three years and two months, terminating April 30, 1982, and is operated by the New York, Lake Erie and Western Railroad Company, lessee of the New York, Pennsylvania and Ohio, as per contract or lease dated March 1, 1889. Thirty-two per cent. of the gross earnings to be paid the Newcastle and Shenango Valley Railroad Company as rental, said thirty-two per cent. guaranteed to be equal to $15,000.00 per annum, and said New York, Lake Erie and Western and New York, Pennsylvania and Ohio companies to pay annually that amount to the Farmers' Loan and Trust Company, New York, to meet the interest on the bonded debt.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$540,893 40	Capital stock.	$292,250 00
Cash and current assets, ...	575 78	Funded debt.	250,000 00
Profit and loss, ...	6,780 88	Current liabilities.	6,000 06
Total, ...	$548,250 06	Total, ...	$548,250 06

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 30, 1890.

By what authority incorporated: By the general law.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
H. H. Bechtel.	Newport, Pa., ...	Second Tuesday January, 1892.	
W. H. Gantt, ...	Newport, Pa..	do.	do.
Geo. Fleisher, ...	Newport, Pa..	do.	do.
B. M. Eby, ...	Newport, Pa..	do.	do.
Jas. Everhart, ...	Newport, Pa., ...	do.	do.
Jas. A. Gray, ...	Elliottsburg, Pa., ...	do.	do.
Dr. B. P. Hook, ...	Loysville, Pa..	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday January, 1892.

Postoffice address of general office: Newport, Perry county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Gring,	Newport, Pa.
Vice President,	H. H. Bechtel,	Newport, Pa.
Secretary,	Horace Beard,	Newport, Pa.
Treasurer,	J. H. Irwin,	Newport, Pa.
General Solicitor, Attorney or Counsel,	W. H. Sponsler,	NewBloomfield,Pa.
Auditor,	C. K. Miller,	Newport, Pa.
Manager,	David Gring,	Newport, Pa.
General Agent,	C. K. Miller,	Newport, Pa.
Superintendent,	S. H. Gring,	Newport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Newport and Sherman's Valley Railroad Company.	Newport,	Blain,	25	25

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$197,200 00	Capital stock,	$126,000 00
Cost of equipment,	18,450 00	Funded debt,	107,500 00
Cash and current assets,	3,968 26	Current liabilities,	1,246 84
Total,	$219,618 26	Total,	$234,746 84

IMPORTANT CHANGES DURING THE YEAR.

Loysville to Blain.

CONTRACTS, AGREEMENTS, ETC.

Adams express for forty per cent. of earnings.

Pennsylvania Telephone Company for rental of nine telephones.

EMPLOYES AND SALARIES.*

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$300 00	. . . . .
Station agents,	9	700 00	$0 60
Other station men, yard master,	1	175 00	1 34
Enginemen,	1	260 00	2 00
Firemen,	1	195 00	1 50
Conductors,	1	175 00	1 34
Other trainmen, also express messenger,	1	87 50	68
Machinists,	1	390 00	3 00
Other shopmen,	1	260 00	2 00
Section foremen,	3	525 00	1 34
Other trackmen,	10	1,434 60	1 10
All other employes and laborers, transfer men,	5	652 10	1 10
Supervisors,	1	250 00	1 91
Total,	36	$5,404 20	. . . . .

*Five months ending June 30, 1892.

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	5
Trestles:	
Number,	42
Telegraph:	
Miles of line owned by this company,	29
Miles of wire owned by this company,	29
Miles of line operated by this company,	29
Miles of wire operated by this company,	29
Gauge of track,	3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? A small rental for portion of yard at Loysville.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

Date of organization: Certificate filed April 27, 1878.

By what authority incorporated: Under the general railroad act of State of New York, dated April 2, 1850.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry H. Cook,	1 East Seventy-eighth street, New York,	November 22, 1892.
Wm. N. Gilchrist,	Windsor Hotel,	do.
Jas. J. Goodwin,	45 West Thirty-fourth street, New York,	do.
Morris K. Jessup,	197 Madison avenue, New York,	do.
John King,	19 East Sixty-ninth street, New York,	do.
William Libbey,	Inwood, N. Y.,	do.
J. G. McCullough,	507 Madison avenue, New York,	do.
Ogden Mills,	2 East Sixty-ninth street, New York,	do.
Cortlandt Parker,	Newark, N. J.,	do.
Geo. W. Quintard,	43 West Thirty-third street, New York,	do.
Wm. L. Strong,	12 West Fifty-seventh street, New York	do.
Eben B. Thomas,	175 West Fifty-eighth street, New York,	do.
J. Lowber Welsh,	Philadelphia,	do.
Wm. A. Wheelock,	13 West Forty-eighth street, New York,	do.
William Whitewright,	16 West Twenty-second street, New York,	do.

Date of last meeting of stockholders for election of directors: November 24, 1891.

Postoffice address of general office: P. O. box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.	
President,	John King,	21 Cortlandt street,	New York city.
First Vice President,	E. B. Thomas,	do.	do.
Second Vice President,	G. H. Vaillant,	do.	do.
Third Vice President,	A. Donaldson,	do.	do.
Secretary,	A. R. MacDonough,	do.	do.
Treasurer,	Edward White,	do.	do.
Assistant Treasurer,	W. B. Banker,	do.	do.
Chief Engineer,	C. W. Bachholz,	do.	do.
General Solicitor, Attorney or Counsel,	Jas. A. Buchanan,	do.	do.
Assistant Attorney,	H. Schoonmaker,	do.	do.
Auditor,	W. Farrington,	do.	do.
General Manager,	Alfred Walter,	do.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Lake Erie and Western railroad,	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63	42.17
Newburg branch,	Newburg, N. Y.,	Greycourt, N. Y.,	18.73	. . . . .
Newburg and New York railroad,	Arden Jc., N. Y.,	Vails Gate Jc. N. Y.	12.64	. . . . .
Buffalo branch,	Hornellsville, N. Y.	Attica, N. Y.,	60.92	. . . . .
Edgerton branch,	Mayfield, Pa.,	Edgerton Breaker, Pa.,	2.50	2.50
Paterson and Hudson railroad, Paterson and Ramapo railroad, Union railroad,	Jersey City, N. J.,	Suffern, N. Y.,	31.24	. . . . .
Montgomery and Erie railroad,	Goshen, N. Y.,	Montgomery, N. Y.	10.43	. . . . .
Goshen and Deckertown railroad,	Goshen, N. Y.,	Fine Island, N. Y.,	11.64	. . . . .
Hawley branch,	Lackawaxen, Pa.,	Hawley, Pa.,	15.61	15.61
Lockport and Buffalo railway,	Tonawanda, N. Y.,	Lockport, N. Y.,	15.12	. . . . .
Rochester and Genesee Valley railroad,	Avon, N. Y.,	Rochester, N. Y.,	18.40	. . . . .
Avon, Genesee and Mt. Morris railroad,	Avon, N. Y.,	Mount Morris, N. Y.	17.70	. . . . .
Buffalo and South Western railroad,	Buffalo Creek Railroad Junction,	Jamestown, N. Y.,	66.36	. . . . .
Weehawken branch,	Bergen Jc., N. J.,	D. & H. Coal Docks, N. J.,	3.44	. . . . .
Northern Railroad of New Jersey,	Bergen Jc., N. J.,	Nyack, N. Y.,	26.05	. . . . .
Erie International railway,	Main street, Buffalo	International Bridge,	4.50	. . . . .
Erie and Black Rock railroad,	International Jc., N. Y.,	Black Rock,	1.14	. . . . .
Conesus Lake railway,	Hamilton, N. Y.,	Lakeville, N. Y.,	1.61	. . . . .
Bergen and Dundee railroad,	Garfield, N. J.,	Passaic, N. J.,	2.45	. . . . .
Paterson, Newark and New York railroad,	Paterson, N. J.,	Newark, N. J.,	11.32	. . . . .
Newark and Hudson railroad,	Bergen Jc., N. J.,	Newark, N. J.,	5.62	. . . . .
Bergen County railroad,	Rutherford Junction, N. J.,	Ridgewood Jc. N. J.	9.82	. . . . .
Jefferson railroad, Honesdale branch,	Hawley, Pa.,	Honesdale, Pa.,	8.18	8.18
Jefferson railroad, Carbondale branch,	Lanesboro, Pa.,	Carbondale, Pa.,	36.51	36.51
Middletown and Crawford railroad,	Crawford Jc. N. Y.,	Pine Bush, N. Y.,	10.22	. . . . .
Buffalo, Bradford and Pittsburg railroad,	Carrollton, N. Y.,	Gilesville, Pa.,	26.17	18.33
Buffalo, New York and Erie railroad,	Painted Post, N. Y.	Buffalo, N. Y.,	140.25	. . . . .
Suspension Bridge and Erie Junction R. R.,	Suspension Bridge N. Y.,	East Buffalo, N. Y.	24.01	. . . . .
Niagara River and Erie railroad, Erie and Niagara River railroad, Docks Connecting railway,	Not constructed.			
Arlington railroad,	Arlington, N. J.,	Meadow Jc. with N. Y. & G. L.,	1.16	. . . . .
Moosic Mountain and Carbondale railroad,	Winton, Pa.,	Moosic Mt. breaker	4.21	4.21
New York, Lake Erie and Western Coal and Railroad Company,	Crawford Jc., Pa.,	Johnsonburg,	31.04	31.04
West branch,	Bradford, Pa.,	Sugar Run, Pa.,	10.84	10.84
Toby branch,	Brockwayville,	Toby mines,	12.00	12.00
Brockport and Shawmut railroad,	Brockport,	Shawmut,	3.70	3.75
Dagus railroad,	Daguscahonda,	Dagus mines,	5.50	5.50
Total mileage operated,			1,107.71	190.64

BONDS OWNED.

NAME.	Cost as per books.	Total amount held—par value.	Rate.	Income or interest received.
and C				
Middletown and Newburgh Railroad Company,	$57,200 00	$57,200 00	4½ per ct.,	$2,574 00
Paterson and Newark Railroad Company,	14,500 00	14,500 00	7 per ct.,	1,015 00
New York and Greenwood Lake Railroad Company,	236,524 60	821,146 82	.....	.....
Watchung Railway Company,	22,795 00	114,000 00	.....	.....
Avon, Geneseo and Mt. Morris Railroad Company,	20,000 00	20,000 00	.....	.....
Bonds acquired from the Erie Railroad Company, not on the books of the New York, Lake Erie and Western Railroad Company.				
Buffalo, Bradford and Pittsburg Railroad Company,	.....	185,000 00	7 per ct.,	12,950 00
Newark and Hudson Railroad Company,	.....	250,000 00	7 per ct.,	17,500 00
Paterson and Newark Railroad Company,	.....	485,500 00	7 per ct.,	33,985 00
Long Dock Company,	.....	96,000 00	7 per ct.,	6,720 00
Suspension Bridge and Erie Junction Railroad Company,	.....	35,000 00	7 per ct.,	2,450 00
Hillside Coal and Iron Company, real estate bonds,	.....	100,000 00	6 per ct.,	6,000 00
New York, Lake Erie and Western Coal and Railroad Company, real estate bonds,	.....	75,000 00	6 per ct.,	4,500 00
Received for advances, etc.				
New York, Lake Erie and Western Docks Improvement Company,	.....	659,000 00	.....	.....
New York, Lake Erie and Western Coal and Railroad Company,	.....	1,900,000 00	6 per ct.,	114,510 00
Chicago and Erie, first mortgage bonds,	.....	Sold.	2 per ct.,	2,740 00
Total,	$351,019 60	$4,812,346 82	.....	$204,944 00

STOCKS OWNED.

NAME.	Cost as per books.	Total par value.	Rate.	Income or dividend received.
Buffalo Creek Railroad Company,	$122,565 00	$125,000 00	.....	$45,750 00
Buffalo, Bradford and Pittsburg Railroad Company,	16,679 50	170,000 00	.....	.....
Watchung Railway Company,	1,555 95	41,250 00	.....	.....
Blossburg Coal Company,	2,000,000 00	1,000,000 00	.....	.....
Preferred stock, Erie Railway Company,	25 00	25 00	.....	.....
New York, Lake Erie and Western Docks Improvement Company,	594,290 04	604,000 00	.....	.....
Middletown and Crawford Railroad Company,	42,000 00	80,000 00	.....	4,400 00
Conesus Lake Railway Company,	7,000 00	18,750 00	.....	.....
Niagara River and Erie Railroad Company,	1,000 00	1,000 00	.....	.....
Certificates of the Car Trust of New York,	461,500 00	462,000 00	.....	.....
Suspension Bridge and Erie Junction Railroad Company,	26,010 00	28,900 00	.....	.....
Stocks acquired from the Erie Railway Company, not on the books of the New York, Lake Erie and Western Railroad Company.				
Avon, Geneseo and Mt. Morris Railroad Company,	.....	30,700 00	6 per ct.,	1,842 00
Buffalo, New York and Erie Railroad Company,	.....	575,900 00	7 per ct.,	40,313 00
Rochester and Geneseo Valley Railroad Company,	.....	149,400 00	6 per ct.,	8,964 00
Erie International Railway Company,	.....	50,000 00	.....	.....
Hillside Coal and Iron Company,	.....	1,000,000 00	.....	.....
Jefferson Railroad Company,	.....	2,095,450 00	.....	.....
New York and Greenwood Lake Railway Company,	.....	10,000 00	.....	.....
Nyack and Northern Railroad Company,	.....	16,100 00	.....	.....
Newark and Hudson Railroad Company,	.....	249,800 00	.....	.....
Northwestern Mining and Exchange Company,	.....	500,000 00	.....	.....
New Jersey and New York Railroad Company,	.....	40,800 00	.....	.....
Paterson and Newark Railroad Company,	.....	250,000 00	.....	.....
Pavonia Ferry Company,	.....	100,000 00	.....	.....
Suspension Bridge and Erie Junction Railroad Company,	.....	470,300 00	.....	.....
Southern Central Railway Company,	.....	89,900 00	.....	.....
Long Dock Company,	.....	800,000 00	.....	.....

STOCKS OWNED—CONTINUED.

NAME.	Cost as per books.	Total par value.	Rate.	Income or dividend received.
Towanda Coal Company,		$450,000 00		
Union Steamboat Company,		994,100 00		
Buffalo, Bradford and Pittsburg Railroad Company,		2,019,900 00		
Received for advances.				
Bergen County Railroad Company,		200,000 00		
Erie and Wyoming Valley Railroad Company,		740,000 00		
New York, Lake Erie and Western Coal and Railroad Company,		79,400 00		
Newcastle and Shenango Valley Railroad Company,		500 00		
Total,	$3,272,625 49	$13,443,175 00		$101,269 00

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,	$155,577,435 51		Capital stock,	$85,963,600 00
Cost of equipment,	7,161,977 75	$162,739,413 26	Funded debt,	77,643,885 10
			Current liabilities,	7,128,637 69
Bonds of other companies owned,	$351,019 60		Accrued interest on funded debt not yet payable,	896,791 46
Stocks of other companies owned,	3,272,625 49		Accrued rentals of leased lines not yet payable,	380,263 66
		3,623,645 09	Over-due coupons on second consolidated bonds, outstanding, unfunded,	288 00
Other permanent investments:			Profit and loss,	9,568,242 45
Improvements and additions to leased lines and branches,	$1,161,865 44			
Amounts paid on account of equipment,	4,695,861 20	5,857,726 64		
Advances:				
N. Y., L. E., and W. Coal & R. R. Co.,	$1,387,670 28			
Chicago and Erie Railroad Company,	379,704 74			
Other companies,	1,929,040 49	3,696,415 51		
Cash and current assets,		4,189,070 51		
Erie coal companies, etc.,		1,475,437 35		
Total,		$181,581,708 36	Total,	$181,581,708 36

IMPORTANT CHANGES DURING THE YEAR.

Stocks issued in exchange for stock of the Erie Railway Company,	$16,500 00
Collateral trust bonds redeemed,	21,000 00

CONTRACTS, AGREEMENTS, ETC.

1891, July 1. New Jersey Junction Railroad Company. Use of tracks, etc., Weehawken branch.

1891, July 16. Lehigh Valley Railway Company. Crossing at East Waverly, N. Y.

1891, July 16. Keystone Coal Company. Extension of time to pay royalties, etc.

1891, July 31. Paterson Railway Company. Crossings at Passaic, N. J.

1891, Sept. 9. Compressed Barrel Company. Switch connection at Belleville, N. J.

1891, Sept. 17. Crosstown Street Railway Company of Buffalo. Crossing at Buffalo, N. Y.

1891, Sept. 23. A. J. Pitkin. License to use improvements in car trucks.

1891, Oct. 1. Wharton Railrord Switch Company. License to use Wooten boilers.

1891, Nov. 1. Mayor, aldermen and commonalty of the city of New York. Lease of pier, foot of Forty-ninth street, North River.

1891, Nov. 2. Frank C. Bond. License to use patent dust guard.
1891, Nov. 21. Buffalo, Rochester and Pittsburg Railroad Company. Use of tracks between Howard's Junction and Mount Jewett.
1891, Nov. 24. Pullman's Palace Car Company. Operating certain dining cars.
1891, Dec. 10. Hugh Ramsey. Building car float.
1891, Dec. 15. Village of Port Jervis, N. Y. Germantown crossing.
1891, Dec. 15. Bradish Johnson. Lease of land at foot of West Forty-ninth street, N. Y.
1891, Dec. 31. Wharton Railroad Switch Company. License to use Wooten boilers.
1892, Jan. 13. Elmira and Horseheads Railway Company. Crossing at Elmira, N. Y.
1892, Feb. 1. B. F. Hazelton. Assignment of contract dated August 15, 1888, to B. E. Cartwright and Edwin Smith.
1892, Feb. 1. B. F. Hazelton. Rates on freight over Ketner branch.
1892, Feb. 1. B. E. Cartwright and Edwin Smith. Cancelling agreement of August 15, 1888.
1892, Feb. 1. B. E. Cartwright and Edwin Smith. Extension of Ketner branch.
1892, Feb. 13. Buffalo Railway Company and West Side Street Railway of Buffalo. Crossings at Buffalo, N. Y.
1892, Feb. 26. Paterson Railway Company. Crossings at Paterson, N. J.
1892, Mar. 9. Chautauqua Steamboat Company. Interchange of traffic.
1892, Mar. 18. Delaware, Lackawanna and Western Railroad Company. Rebuilding bridge at crossing at west end of Bergen Tunnel.
1892, Mar. 18. Robert E. Deyo and John Deyo. Siding at Newburgh, N. Y.
1892, Mar. 29. Union Transit Company (H. C. French, John Gordon and William B. Meadowcroft). South Shore Lake Superior traffic.
1892, Mar. 30. Pullman's Palace Car Company. Rolling Stock.
1892, Apr. 1. Pittsburg and Lake Erie Railroad Company. Agreement with New York, Pennsylvania and Ohio Railroad Company to purchase one-half capital stock of the Pittsburg, Chartiers and Youghiogheny Railroad Company.
1892, Apr. 12. New York, Pennsylvania and Ohio Dock Company. Supplemental agreement.
1892, Apr. 21. Pennsylvania and New York Canal and Railroad Company and Lehigh Valley Railroad Company. Extension of agreement dated May 1, 1882.
1892, Apr. 22. Delaware, Lackawanna and Western Railroad Company. Rebuilding bridge at crossing at South Paterson.
1892, May 3. Rowena Gibbes. Opening of Erie Place, Newark, N. J.
1892, June 8. Cooke Locomotive and Machine Company. Experimenting compound engine.
1892, June 15. Western Union Telegraph Company. Use of quadruplex instruments.
1892, June 21. Crosstown Street Railway Company of Buffalo. Crossing at Walden avenue, Buffalo, N. Y.
1892, June 23. J. Lowber Welsh, trustee. Wickes Refrigerator Car Trust.
1892, June 30. Charles W. Hogan. Lease part of pier 2, Jersey City, N. J.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	49	$235,376 44	. . . . .
General office clerks,	658	494,942 04	$2 40
Station agents,	299	193,169 01	1 77
Other station men,	1,207	704,403 80	1 60
Enginemen,	806	958,098 07	3 22
Firemen,	855	580,721 90	1 86
Conductors,	505	503,437 83	2 73
Other trainmen,	1,815	1,143,118 87	1 73
Machinists,	480	323,858 78	1 85
Carpenters,	920	554,390 37	1 65
Other shopmen,	2,455	1,257,876 23	1 40
Section foremen,	241	129,853 78	1 47
Other trackmen,	1,542	573,806 69	1 02
Switchmen, flagmen and watchmen,	1,183	731,384 10	1 69
Telegraph operators and dispatchers,	502	312,422 39	1 70
Employes, account floating equipment,	352	261,267 63	2 03
All other employes and laborers,	3,342	1,540,347 98	1 31
Total,	17,211	$10,498,475 91	$1 79
Distribution of above:			
General administration,	707	$730,318 48	$3 30
Maintenance of way and structures,	2,236	835,360 22	1 19
Maintenance of equipment,	4,834	2,535,999 71	1 68
Conducting transportation,	9,434	6,396,797 50	1 86
Total,	17,211	$10,498,475 91	$1 79.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	7	2
Number iron,	328	37
Number of wooden,	103	15
Number combination,	1	. . . . .
Trestles:		
Number,	159	23
Aggregate length (feet),	17,560.1	5,144.10
Tunnels:		
Number,	2	. . . . .
Maximum length,	4,381.3	. . . . .
Minimum length,	171	. . . . .
Aggregate length of all tunnels (feet),	4,552.3	. . . . .
Telegraph:		
Miles of line owned by this company,	927.5	228.25
Miles of wire owned by this company,	3,740	470.75
Miles of line operated by this company,	927 5	228.25
Miles of wire operated by this company,	3,740	470.75

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station at Monroe, C. T. Knight; passenger station at Hampton, Mrs. T. V. Puff; passenger station at Guymara, A. J. Gumear; passenger station at Hamilton, J. H. Pettijohn; passenger and freight stations with use of yards and other terminal facilities at Carbondale, Pa., Delaware and Hudson Canal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Erie Dispatch, Commercial Express, Interstate Dispatch.

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Date of organization: January 28, 1881.

By what authority incorporated: Originally organized as the Wilcox and Howard Hill Improvement Company, and changed to present title by decree of court, Pennsylvania June 28, 1881. Original organization was under special act of Pennsylvania Assemby of April 8, 1870.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. K. P. Hall,	St. Marys, Pa.,	Second Monday in June, 1893.
Samuel Hines,	Scranton, Pa.,	do. do.
J. Lowber Welsh,	Philadelphia,	do. do.
A. Donaldson,	New York city,	do. do.
A. R. Macdonough,	New York city,	do. do.
E. B. Thomas,	New York city,	do. do.
David H. Jack.	Bradford, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: June 13, 1892.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. K. P. Hall,	St. Marys, Pa.
Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	A. R. Macdonough,	New York, N. Y.
Treasurer,	Edward White,	New York, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Lake Erie and Western Coal and railroad.	Crawford T. Junction,	Johnsonburg,	New York, Lake Erie and Western railroad,	29.92	29.92
Alton loop,	Alton,	Riderville,	New York, Lake Erie and Western railroad,	1.12	22.37
Toby branch,	Brockwayville,	Toby Mines,	New York, Lake Erie and Western railroad.	12	
Brockport and Shawmut branch.	Brockport,	Shawmut,	New York, Lake Erie and Western railroad.	3.75	
Dagus branch,			New York, Lake Erie and Western railroad,	5.50	
Total mileage,				52.29	52.29

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,		$2,070,701 35	Capital stock,	$500,000 00
Roberts' Lot spur,	$6,239 04		Funded debt,	3,000,000 00
Brockport and Shawmut railroad,	21,195 26		Mortgage on real estate,	75,000 00
Hazleton branch,	2,016 43			
		29,450 73		
Lands owned,		511,390 51		
New York, Lake Erie and Western Railroad Company,	$592,079 72			
N. Western Mining and Ex. Company,	203,993 69			
		796,073 41		
Profit and loss,		167,384 20		
Total,		$3,575,000 00	Total,	$3,575,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	2	2
Trestles :		
Number,	3	3
Aggregate length (feet),	1,485.51	1,485.51
Telegraph :		
Miles of line owned by this company,	31.04	31.04
Miles of wire owned by this company,	31.04	31.04

Gauge of track, ... 4 ft. 8½ in.

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization : November 23, 1880.

By what authority incorporated : Under general railroad laws of 1868, etc.

If a consolidated company, name the constituent companies : Consolidated with the New York, Lackawanna and Western Railway Company of New York, October 23, 1883, which latter is operated under lease by the Delaware, Lackawanna and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William F. Storrs,	Scranton, Pa.	Until next election.
James Archbald,	do.	do. do.
Garret Bogart,	do.	do. do.
James W. Fowler,	do.	do. do.
Robert McKenna,	do.	do. do.
John F. Snyder,	do.	do. do.
Walter Dawson,	do.	do. do.

Date of last meeting of stockholders for election of directors: November 11, 1880.

Postoffice address of general office: Scranton, Pa.

Postoffice address of operating company: Delaware, Lackawanna and Western Railroad Company, No. 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. F. Hallstead,	Scranton, Pa.
Secretary,	Fred. F. Chambers,	New York city.
Treasurer,	Frederick H. Gibbens,	New York city.
General Manager,	W. F. Hallstead,	Scranton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.	Total mileage of road.	Total mileage of road in Pennsylvania.
New York, Lackawanna and Western.	Crossing the state line between Pennsylvania and New York three times, into and through the townships of Athens and South Waverly, in the county of Bradford, Pennsylvania.	6.41	6.41

GENERAL BALANCE SHEET.

The cost of this road is included in the cost of the New York, Lackawanna and Western Railway Company of New York, and the exact cost of the six miles lying in Pennsylvania cannot be ascertained. No assets.

The only liabilities are the 240 shares of stock, par value being $12,000, held in trust for the New York company, which company has issued same amount of its own stock in exchange therefor. No unfunded debt. The stock pays no dividend.

CHARACTERISTICS OF ROAD.

Bridges:

Number stone, ... 8, 595 ft.

Gauge of track, ... 4 ft. 8½ in.

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.

By what authority incorporated: Under the laws of New York, Pennsylvania, Ohio, Indiana and Illinois.

If a consolidated company, name the constituent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of the five states above-named, and composed of constituent companies in the several states, to-wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were

filed with the Secretary of State about January 15, 1881. The Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881. The New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with Secretary of State about March 15, 1881. The New York and Chicago Railway Company of Indiana, whose articles of incorporation were filed with Secretary of State, March 4, 1881. The New York and Chicago Railway Company of Illinois, whose articles of organization were filed with the Secretary of State, March 23, 1881. All of the constituent companies were incorporated under the general railroad laws of their respective states, to-wit: General railroad law of New York, entitled "An act to authorize the formation of the railroad companies, and to regulate the same," passed April 2, 1850. In Pennsylvania, an act to authorize the formation and regulation of railroad corporations, approved April 4, 1868. In Ohio sections 3236 to 3245 of revised statutes. In Indiana, sections 3885 to 3888 of revised statutes. In Illinois, chapter 114 of revised statutes, sections 1 to 6. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named to which reference is made as follows: In New York, chapter 917 of the laws of 1869, entitled "An act authorizing the consolidation of certain railroad companies." In Pennsylvania, an act supplementary to an act regulating railroad companies, approved the 17th day of February, A. D. 1849, approved 24th of March, 1865. In Ohio, sections 3380 to 3385 of revised statutes. In Indiana, section 3971 of revised statutes. In Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the foreclosure of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five states above-named, respectively, bought from the purchasers the portions in their respective states. These companies, with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with Secretary of State June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth June 27, 1887. The Cleveland and State Line Railroad Company of Ohio, whose articles of incorporation were filed with Secretary of State August 15, 1887. The Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with Secretary of State June 28, 1887. The Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State June 30, 1887. All were organized under the general railroad laws of the several states to which reference is given above.

Agreement for consolidation of the constituent companies in New York and Pennsylvania, dated July 7, 1887, and filed with Secretary of State August 15, 1887. Name of consolidated company: The New York, Chicago and St. Louis Railroad Company. Agreement for consolidation of above-named consolidated company with constituent companies in Ohio and Indiana, filed with Secretary of State September 27, 1887. Lease of Chicago and State Line railroad from the Chicago and State Line Railroad Company to the Fort Wayne and Illinois Railroad Company, dated September 20, 1887. As this company is the owner of the capital stock of the Chicago and State Line Railroad Company, which does not keep up an independent organization for the purpose of distributing income, the lease is treated as affecting a consolidation in fact. Consolidation was affected under the laws of the several states referred to above except the lease of the Chicago and State Line railroad which was made by authority of chapter 114, section 34 of revised statutes of Illinois and section 3973 of revised statutes of Indiana.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William K. Vanderbilt,	New York, N. Y.,	May, 1893.
Cornelius Vanderbilt,	New York, N. Y.,	do.
Frederick W. Vanderbilt,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
John S. Kennedy,	New York, N. Y.,	do.
James A. Roosevelt,	New York, N. Y.,	do.
Fred. P. Olcott,	New York, N. Y.,	do.
Chauncey M. Depuw,	New York, N. Y.,	do.
Allyn Cox,	New York, N. Y.,	do.
D. W. Caldwell,	Cleveland, Ohio,	do.
Samuel E. Williamson,	Cleveland, Ohio,	do.
Ralph W. Hickox,	Cleveland, Ohio,	do.
Charles M. Reed,	Erie, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 4, 1892.
Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	William K. Vanderbilt,	New York, N. Y.
President,	D. W. Caldwell.	Cleveland, Ohio.
Secretary, Treasurer,	Allyn Cox,	New York, N. Y.
Assistant Treasurer,	H. Hammersley,	Cleveland, Ohio.
General Counsel,	Samuel E. Williamson,	Cleveland, Ohio.
Auditor,	James P. Curry,	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road.
Main line:				
The New York, Chicago and St. Louis railroad.	Buffalo, N. Y.,	The boundary line between the States of Indiana and Illinois.	502.56 5.55	508.11
Line operated under lease for specified sum:				
The Chicago and State Line railroad.	The boundary line between the States of Indiana and Illinois,	Grand Crossing, Ill.,		9.96
Line operated under trackage rights:				
New York, Lake Erie and Western railroad.	In Buffalo,		1.60	10.50
Lake Shore and Michigan Southern railway.	Grand Crossing, Ill.,	Chicago, Ill.,	8.90	
Total mileage operated,				528.57

BONDS OWNED.

Chicago and Erie Railroad Company, first mortgage (income or interest received), ... $1,360 00

STOCKS OWNED.

The Chicago and State Line Railroad Company (total par value),	$1,500,000 00
The World's Columbian Exposition (total par value),	10,000 00
Total,	$1,510,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$46,084,634 85	Capital stock	$30,000,000 00
Cost of equipment	3,616,721 50	Funded debt	19,575,000 00
First mortgage bonds of this company on hand	144,000 00	Current liabilities	871,256 19
Cash and current assets	1,354,622 19	Accrued interest on funded debt not yet payable	194,310 00
		Sinking fund account	393,642 85
		Profit and loss	165,769 50
Total	$51,199,978 54	Total	$51,199,978 54

CONTRACTS, AGREEMENTS, ETC.

Express companies: National—Terms, We receive at the rate of six cents per ton per mile on all tonnage between Cleveland and Chicago, and $200 per month between Cleveland and Buffalo.

Mails: The annual compensation allowed this company by the United States government for the transportation of mails is $25,819.60.

Fast freight lines: Lackawanna Line, Nickel Plate Line, Traders' Dispatch, Interstate Despatch, Southwest Despatch, White Line Central Transit Company. All are co-operative lines owned by the companies over whose roads they run.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	16	$71,949 80	
General office clerks	95	70,419 36	$2 41
Station agents	107	63,776 15	1 65
Other station men	72	44,367 30	1 59
Enginemen	177	267,772 85	4 20
Firemen	177	150,004 20	2 35
Conductors	115	157,483 90	3 60
Other trainmen	254	230,686 35	2 47
Machinists	113	76,064 50	2 15
Carpenters	197	120,227 55	2 16
Other shopmen	355	212,619 65	1 80
Section foremen	97	58,434 90	1 67
Other trackmen	966	249,564 85	1 25
Switchmen, flagmen and watchmen	355	229,112 45	1 78
Telegraph operators and dispatchers	152	101,621 80	1 82
All other employes and laborers	821	500,358 90	1 80
Total	4,069	$2,604,464 51	$2 04
Distribution of above:			
General administration	111	$142,369 16	$4 05
Maintenance of way and structures	1,536	553,029 67	1 41
Maintenance of equipment	727	449,652 78	1 89
Conducting transportation	1,695	1,459,412 90	2 39
Total	4,069	$2,604,464 51	$2 04
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	221	121,884 84	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	49	13
Number wooden,	9	.....
Trestles:		
Number,	291	13
Aggregate length (feet),	27,370	1,367
Telegraph:		
Miles of line operated by this company,	512.52	43.98
Miles of wire operated by this company,	1,539	131.90
Miles of line operated by National Telegraph Company,	512.52	43.98
Miles of wire operated by National Telegraph Company,	6,590.00	571.73

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that if the road earns in any year ending September 30, the sum of $900,000, or more, over actual operating expenses of such year, that it will pay to the trustee an amount not exceeding $100,000, to be applied by it to the purchase of bonds, providing the bonds can be purchased at a rate not exceeding 102 per cent., and accrued interest. If in any year ending September 30, the road shall not have earned $900,000, over operating expenses, or if in any such year bonds cannot be purchased at the rate stated above, then the payment provided for in the mortgage need not be made to the trustee.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, Southwest Despatch, White Line Central Transit Company.

NEW YORK AND NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: August 1, 1883.
By what authority incorporated: General law dated March 24, 1865.
Operated by the Addison and Pennsylvania Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
C. L. Pattison,	Elkland, Pa.	M. F. Hammond.	Osceola, Pa.
T. C. Platt,	New York, N. Y.	Arthur Clinton,	Galeton, Pa.
George R. Sheldon,	New York, N. Y.	L. R. Gale,	Galeton, Pa.
J. E. Jones,	New York, N. Y.	B. H. Parkhurst.	Elkland, Pa.
E. G. Davidge,	Westfield, Pa.	W. C. Sheldon.	New York, N. Y.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Addison, N. Y.
Postoffice address of operating company: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. L. Pattison,	Elkland, Pa.
Vice President,	T. C. Platt,	New York, N. Y.
Secretary,	J. E. Jones,	New York, N. Y.
Treasurer,	F. R. Winne,	New York, N. Y.
General Superintendent,	Frank M. Baker,	Addison, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York and North Pennsylvania railroad.	Gaines, Pa.,	Galeton, Pa.	5.50	5.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$101,659 85	Capital stock,	$50,000 00
Profit and loss,	34 32	Funded debt,	50,000 00
		Current liabilities,	1,694 17
Total,	$101,694 17	Total,	$101,694 17

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	2	$240 00	$0 38
Station agents,	1	480 00	1 53
Section foremen,	1	480 00	1 53
Other trackmen,	5	1,721 50	1 10
Switchmen, flagmen and watchmen,	1	420 00	1 34
Telegraph operators and dispatchers,	1	360 00	1 15
Total,	11	$3,701 50	
Distribution of above:			
General administration,	4	$1,080 00	
Maintenance of way and structures,	6	2,201 50	
Maintenance of equipment,	1	420 00	
Total,	11	$3,701 50	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	11		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number.	2	2
Aggregate length,	500	500
Telegraph:		
Miles of line operated by this company,	5	5
Miles of wire operated by this company,	5	5

Gauge of track, ... 3 feet.

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

Date of organization: March 20, 1880.

By what authority incorporated: Under Ohio law passed 11th March, 1880, volume 77, page 60, An act supplementary to the revised statutes of Ohio, title two, chapters one and two, to enable purchasers of railroads at judicial sales to become incorporated.

Under the general laws of the Commonwealth of Pennsylvania and under laws of the State of New York of 1879, page 556, An act to facilitate the foreclosure of mortgages made by consolidated companies of railroads lying partly within and partly without the state, passed 16th June, 1879.

The New York, Lake Erie and Western Railroad Company has, under an indenture dated 30th April, 1883, leased for a term of ninety-nine years, commencing with the 1st May, 1883, the main line, branches and leased lines of this company, with its fixtures and equipment, and operated the said road since that time.

The rental under the lease is based upon earnings and as amended 1st October, 1889, is thirty-two per cent of the gross earnings up to six million dollars and a reduction in rental of one-tenth of one per cent. on the total gross earnings for each additional one hundred thousand dollars in excess of six million, until the gross earnings amount to eight million dollars, and when the earnings equal or exceed the sum of nine million dollars the rental will be twenty-eight per cent. of the gross earnings.

This company will report the earnings from rental, etc., and the financial condition, and the lessee company will report the physical characteristics and the operation.

If a consolidated company, name the constituent companies: The constituent companies were the New York, Pennsylvania and Ohio Railroad Company of Ohio, and the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, and the said consolidated companies became entitled to operate a road in New York State by virtue of a law of the State of New York of 16th June, 1879.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Ohio filed in the office of Secretary of State of the State of Ohio 16th March, 1880.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania filed in the office of Secretary of the Commonwealth of Pennsylvania 17th March, 1880.

Under the law of the State of New York quoted above the Secretary of State of the State of New York issued his certificate that certain documents called for in said law were filed in his office on 15th April, 1880.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles E. Whitehead,	New York city, 71 Wall street,	Elected for one year.
John Tod,	Cleveland, Ohio,	do. do.
E. R. Perkins,	Cleveland, Ohio,	do. do.
Samuel Mather,	Cleveland, Ohio,	do. do.
W. J. McKinnie,	Cleveland, Ohio,	do. do.
Fayette Brown,	Cleveland, Ohio,	do. do.
J. T. Wann,	Cleveland, Ohio,	do. do.
J. M. Ferris,	Toledo, Ohio,	do. do.
H. B. Perkins,	Warren, Ohio,	do. do.
Lewis Miller,	Akron, Ohio,	do. do.
E. J. Barney,	Dayton, Ohio,	do. do.
E. A. Wheeler,	Sharon, Pa.,	do. do.
Simon Perkins,	Sharon, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: October 14, 1891.

Postoffice address of general office: 30 Euclid avenue, Cleveland, Ohio.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Whitehead,	New York city.
Vice President,	John Tod,	Cleveland, Ohio.
Secretary,	E. Tupper,	Cleveland, Ohio.
Treasurer,	E. R. Perkins,	Cleveland, Ohio.
General Solicitor, Attorney or Counsel,	Russell & Rice,	Cleveland, Ohio.
Auditor,	J. T. Wann,	No. 30 Euclid av., Cleveland, O.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Pennsylvania, and Ohio Railroad Co.,	Salamanca, N. Y.	Dayton, O.,	New York, Lake Erie and Western Railroad Co.	388.04	92.40
Franklin branch,	Franklin Junc.,	Oil City, Pa.,	New York, Lake Erie and Western Railroad Co.	33.78	33.78
Wadsworth branch,	Wadsworth, O.,	Coal mines,	New York, Lake Erie and Western Railroad Co.	2.98	. . .
Silve Creek branch	Near Wadsworth,	Coal mines,	New York, Lake Erie and Western Railroad Co.	2.65	. . .
Cleveland and Mahoning Valley railway,	Cleveland, O.,	Near state line of Penna.	New York, Lake Erie and Western Railroad Co.	80.86	. . .
Niles and New Lisbon branch.	Niles, O.,	Point south of N. Lisbon, O.	New York, Lake Erie and Western Railroad Co.	36.27	. . .
Liberty and Vienna branch.	Vienna Junc.,	Vienna, O.,	New York, Lake Erie and Western Railroad Co.	6.81	. . .
Westerman railroad,	Sharon, Pa.,	¾ mile west of Pa. and Ohio state line.	New York, Lake Erie and Western Railroad Co.	2.09	1.34
Sharon railway,	Sharon, Pa.,	Pymatuning, Pa.,	New York, Lake Erie and Western Railroad Co.	7.93	7.93
Middlesex branch,	Ferrona, Pa.,	Middlesex, Pa.,	New York, Lake Erie and Western Railroad Co.	6.86	6.86
Spearman extension,	Boyce, Pa.,	Spearman Furnace.	New York, Lake Erie and Western Railroad Co.	1.56	1.56
Newcastle and Shenango Valley railroad,	Middlesex, Pa.,	Newcastle, Pa.,	New York, Lake Erie and Western Railroad Co,	16.73	16.73
Youngstown and Austintown railroad,	Youngstown, O.,	Coal mines,	New York, Lake Erie and Western Railroad Co.	9.98	. . .
Total mileage,				596.54	160.60

The Cleveland and Mahoning Valley Railway Company owns the Cleveland and Mahoning railroad, the Niles and New Lisbon railway and the Liberty and Vienna railroad, and leases said railroads to this company at a fixed yearly rental of $514,180. Lease to terminate 1st October, 1962.

The Westerman railroad, owned by Christian H. Buhl, of Detroit, Michigan, is leased to this company from January 1, 1886, to May 1, 1982, at a yearly rental of $4,800 up to January 1, 1891, after which time the rental is $4,000 per year.

The Sharon railway owns the Sharon railway and leases it to this company for a rental of 6 per cent. per annum on $453,350 capital stock and 5⅛ per cent. per annum on $164,000 first mortgage bonds, which two amounts represent the cost of road, and for any additional improvements the rental will be increased 6 per cent. per annum upon the cost of the additional improvements, which are paid for by the Sharon railway by the issue of capital stock at its par value.

The Newcastle and Shenango Valley Railroad Company owns the Newcastle and Shenango Valley railroad and leases it to this company for a rental of 32 per cent. of the gross earnings of said road after deducting for the hire of equipment. Lease dated March 1, 1889, and is for a term of ninety-nine years.

The Youngstown and Austintown Railway Company owns the Youngstown and Austintown railway, which is a branch diverging at Youngstown and running to coal mines, and is operated under a lease dated April 25, 1883, at a rental based on 6 per cent. of the valuation.

These several lines are sub-leased to the New York, Lake Erie and Western Railroad Company and are included in the lease of this company's property and leased lines to said company.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Chicago and Erie Railroad Company, ...	$58,000 00	4 per cent.	$3,480 00
Total.	$58,000 00	. . . . .	$3.480 00

The interest, $3,480, is for three semi-annual payments of 2 per cent. each received within the year for which this report is made.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Sharon railway, ...	$39,000 00	6 per cent.	$2,340 00
Total, ...	$39,000 00	. . . . .	$2,340 00

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$160,998,800 92	Capital stock,		$44,999,350 00
Cost of equipment,	3,438 00	Funded debt,		115,939,259 25
Bonds of other companies owned,	58,000 00	Current liabilities,		684,419 30
Stocks of other companied owned,	39,000 00	Accrued interest on funded debt not yet payable,		160,000 00
Other permanent investments,	1,224,777 63	Special fund for additions,	$1,020,388 15	
Cash and current assets,	1,159,610 31	Special fund for special additions,	81,353 35	
		Special fund to pay for Sharon railway stock,	44,178 77	
		Special fund for contingent liabilities,	168,334 88	
		Special fund to meet payments on account of capital,	55,067 95	
				1,369,323 10
		Profit and loss,		331,275 21
Total,	$163,483,626 86	Total,		$163,483,626 86

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	9	$36,950 02	$13 11
General office clerks,	9	14,730 00	5 22
Total,	18	$51,680 02	$9 17
Distribution of above: General administration,	18	$51,680 02	$9 17
Employes in Pennsylvania: Total number of employes in Pennsylvania,	1	.....	.....

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY—NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY, LESSEE.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Pennsylvania and Ohio railroad:				
Main line,	Salamanca, N. Y.,	Dayton, O.,	388.04	92.40
Franklin branch,	Buchanan Junction, Pa.,	Oil City, Pa.,	33.78	33.78
Silver Creek branch,	Silver Creek Junction, O.,	Coal mines,	5.63	....
Sharon railway:				
Main line,	Pymatuning Junction, Pa.,	Sharon, Pa.,	7.93	7.93
Middlesex branch,	Ferrona Junc., Pa.,	West Middlesex, Pa.,	6.86	6.86
Sharpsville branch,	Boyce Junc., Pa.,	Sharpsville, Pa.,	1.56	1.56
Newcastle and Shenango Valley railroad,	West Middlesex, Pa.,	Newcastle, Pa.,	16.73	16.73
Westerman railroad,	Sharon, Pa.,	Pennsylvania and Ohio state line.	2.09	1.47
Cleveland and Mahoning Valley railroad:				
Main line,	Cleveland, O.,	Pennsylvania and Ohio state line.	80.86	....
Niles and New Lisbon branch,	Niles, O.,	Three miles south of New Lisbon,	36.27	....
Liberty and Vienna branch,	Mosier Junc., O.,	Coal mines near Vienna, O.	6.78	....
Youngstown and Austintown railroad:				
Main line,	Youngstown, O.,	Leadville mines, O.,	3.87	....
Manning branch,	Manning Junc., O.,	Tippecanoe mines, O.	6.11	....
Total mileage,	....	....	596.51	160.73

All of these lines are operated by the New York, Lake Erie and Western Railroad Company under lease from the New York, Pennsylvania and Ohio railroad.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	14	$43,124 07	
General office clerks	111	73,177 41	$2 11
Station agents	122	81,098 41	1 84
Other station men	478	231,692 55	1 45
Enginemen	302	359,492 74	3 32
Firemen	310	211,964 56	1 94
Conductors	186	194,459 88	2 94
Other trainmen	522	343,212 73	1 84
Machinists	252	142,250 46	2 09
Carpenters	237	108,163 96	1 94
Other shopmen	567	270,961 09	1 83
Section foremen	117	67,175 97	1 65
Other trackmen	739	260,800 27	1 18
Switchmen, flagmen and watchmen	504	347,110 85	1 86
Telegraph operators and dispatchers	207	124,236 92	1 65
Employes—account floating equipment	94	66,558 39	2 28
All other employes and laborers	790	352,361 07	1 42
Total	5,552	$3,277,841 27	$1 72
Distribution of above:			
General administration	125	$116,301 48	$2 97
Maintenance of way and structures	1,002	369,132 01	1 18
Maintenance of equipment	1,236	586,773 71	1 52
Conducting transportation	3,189	2,205,634 07	1 89
Total	5,552	$3,277,841 27	$1 72

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	103	25
Number wooden	5	3
Trestles (all on branch lines):		
Number	79	37
Aggregate length (feet)	7,066	2,778
Telegraph:		
Miles of line owned by this company	532	156
Miles of wire owned by this company	1,518.5	347
Miles of line operated by this company	532	156
Miles of wire operated by this company	1,518.5	347
Gauge of track		4 ft. 8½ in.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization : June 17, 1881.

By what authority incorporated : Organized under the general laws of the States of New Jersey and Pennsylvania.

If a consolidated company, name the constituent companies : Organized by the consolidation of the Midland Railroad Company of New Jersey, the Paterson Extension Railroad Company, the Midland Connecting Railway Company, the North Jersey Railroad Company, and the Blairstown Railway Company, all corporations organized under the general laws of the State of New Jersey ; and the Water Gap Railroad Company and Pennsylvania Midland Railway Company, corporations organized under the general laws of the State of Pennsylvania, May 26, 1881, for all companies except the Blairstown Railway Company. The Blairstown Railway Company was consolidated with the New York, Susquehanna and Western Railroad Company on January 18, 1883.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Simon Borg,	15 Cortlandt street, New York,	February 23, 1893.
Jos. W. Ogden,	54 Wall street, New York,	do.
Alfred Sully,	80 Broadway, New York,	do.
Robert K. Dow,	Claremont, N. H.,	do.
Horace W. Fuller,	139 Greenwich street, New York,	do.
Frank C. Lawrence, Jr.,	Bay Shore, L. I.,	do.
Geo. N. Farwell,	Claremont, N. H.,	do.
Charles Winzeshelner,	7 Wall street, New York,	do.
Henry Sanford,	59 Broadway, New York,	do.
John I. Blair,	Blairstown, N. J	do.
Garrett A. Hobart,	Paterson, N. J.,	do.
John P. Rafferty,	15 Cortlandt street, New York,	do.
James M. Hartshorne,	18 Wall street, New York,	do.

Date of last meeting of stockholders for election of directors : February 25, 1892.

Postoffice address of general office : 15 Cortlandt street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Simon Borg,	15 Cortlandt street, N. Y.
First Vice President,	Joseph W. Ogden,	15 Cortlandt street, N. Y.
Second Vice President, Secretary,	John P. Rafferty,	15 Cortlandt street, N. Y.
Treasurer,	Richard C. Shimeall,	15 Cortlandt street, N. Y.
Chief Engineer,	Joseph L. Rusling,	15 Cortlandt street, N. Y.
General Solicitor, Attorney or Counsel.	John W. Taylor,	Newark, N. J.
Auditor,	Charles V. Ware,	15 Cortlandt street, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Susquehanna and Western railroad.	Jersey City, N. J.,	Gravel Place, Pa.,	101.30	7.30
	Two Bridges, N. J.,	Unionville, N. Y.,	20.50	.....
	Delaware, N. J.,	Columbia Junction, N. J.	3.10	.....
	Patersou, N. J.,	Paterson City, N.J.,	.75	.....
	Priceville, Pa.,	Winton, Pa,	4.50	4.50
	Winton, Pa.,	Tinglepaugh Breaker, Pa.	.90	.90
	Winton, Pa.,	Winton Breaker, Pa.	1.90	1.90
	Spencer, Pa.,	Spencer Breaker, Pa.	.85	.85
	Dunn, Pa.,	Dunn Breaker, Pa.,	.83	.83
Passaic and New York railroad,	Passaic, N J.,	Passaic Junc., N. J.,	3	.....
Lodi Branch railroad,	Lodi, N. J.,	Lodi Junc., N. J.,	1.75	.....
Middletown, Unionville and Water Gap railroad,	Unionville, N. Y.,	Middletown, N. Y.,	13.90	.....
Macopin railroad,	Macopin Lake, N. J.,	Charlotteburg Junction, N. J.,	1.50	.....
Pennsylvania railroad,	West End, N. J.,	Jersey City, N. J.,	2.50	.....
Total mileage operated.			157.28	16.28

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Hudson Connecting Railroad Company,	$400,000 00	7 per ct.	.....
Pennsylvania Anthracite Coal Company,	111,000 00	7 per ct.	$3,953 70
New York, Susquehanna and Western Coal Company,	30 00	6 per ct.	.....
New York, Susquehanna and Western Railroad Company.	849 00	5 per ct.	1,400 00
Total,	$511,879 00	.....	$5,353 70

STOCKS OWNED.

Hudson Connecting Railroad Company,	$94,000 00
Passaic and New York Railroad Company,	70,000 00
Middletown, Unionville and Water Gap Railroad Company,	104,450 00
Middletown and Unionville Telegraph Company,	2,000 00
Lodi Branch Railroad Company,	60,000 00
New York, Susquehanna and Western Coal Company, preferred,	60,000 00
New York, Susquehanna and Western Coal Company, common,	231,500 00
New York, Susquehanna and Western Railroad Company,	17,621 00
Total.	$639,571 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$27,205,136 42	Capital stock,	$21,000,000 00
Cost of equipment,	2,014,862 15	Funded debt.	9,385,000 00
Bonds of other companies owned.	511,879 00	Current liabilities.	967,506 94
Stocks of other companies owned.	561,356 00	Accrued interest on funded debt not yet payable,	90,174 99
Lands owned,	19,106 59	Profit and loss.	688,618 64
Cash and current assets.	1,420,028 96		
Other assets:			
Sinking fund. $23,225 00			
Sundries, 375,706 45	398,931 45		
Total,	$32,131,300 57	Total.	$32,131,300 57

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	12	$38,199 96	
General office clerks	17	15,575 65	$2 51
Station agents,	75	33,143 82	1 47
Other station men,	28	9,010 99	1 34
Enginemen,	60	31,463 75	3 30
Firemen,	34	22,146 11	1 81
Conductors,	38	32,068 27	3 00
Other trainmen,	97	53,067 84	1 81
Machinists,	35	14,776 38	1 95
Carpenters,	34	20,522 57	2 02
Other shopmen,	110	49,296 32	1 50
Section foremen,	48	17,942 48	1 58
Other trackmen,	169	62,516 39	1 24
Switchmen, flagmen and watchmen,	65	18,814 47	1 14
Telegraph operators and dispatchers,	28	13,871 18	1 65
All other employes and laborers.	79	40,377 98	1 94
Total,	929	$472,764 16	$1 82
Distribution of above:			
General administration,	29	$53,775 61	$5 08
Maintenance of way and structures,	254	90,720 16	1 35
Maintenance of equipment,	162	74,333 98	1 63
Conducting transportation,	504	253,934 41	1 86
Total,	929	$472,764 16	$1 82
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	61	$26,710 42	$1 39

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	
Number iron,	64	10
Number wooden,	38	
Trestles:		
Number,	4	1
Aggregate length (feet),	1,384	184
elegraph:		
Miles of line owned by this company,	85.6	
Miles of wire owned by this company,	85.6	
Miles of line operated by Western Union Telegraph Company,	133.65	7.30
Miles of wire operated by Western Union Telegraph Company,	133.65	7.30

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Pennsylvania Railroad Company at Jersey City and New York, and New York, Ontario and Western Railway Company at Middletown, N. Y.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.

By what authority incorporated: Commonwealth of Pennsylvania, an act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by Valentine Iron Company, Bellefonte, Centre county, Pa.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jones Wister,	Clarkson avenue, Philadelphia,	January 10, 1893.
John S. Brown,	Swarthmore, Delaware county, Pa.,	do.
Samuel Bispham,	2313 De Lancey Place, Philadelphia,	do.
W. Rotch Wister,	131 South Fifth street, Philadelphia,	do.
Charles A. Barte,	4037 Powelton avenue, Philadelphia,	do.
H. E. Young,	316 Chestnut street, Philadelphia,	do.
J. N. M. Shimer,	4017 Baring street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: Adjourned annual meeting January 26, 1892.

Postoffice address of general office: 122 Walnut street, Philadelphia.

Postoffice address of operating company: Valentine Iron Company, Bellefonte, Centre county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jones Wister,	Clarkson avenue, or 257 S. Fourth street, Phila.
Secretary, Treasurer,	M. W. Walsh,	4817 Chew street, or 122 Walnut street, Phila.
General Manager,	J. W. Gephart,	Valentine Iron Co., Bellefonte, Centre co., Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Nittany Valley Railroad Company,	Junction with Bellefonte, Nittany and Lemont railroad.	Ore banks.	4.75	4.75
	Sidings and other tracks,		.87	.87
	About two miles of tracks to rolling mill and blast furnace of Valentine Iron Company, operated under an agreement.		2	2
Total mileage operated,			7.62	7.62

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

An agreement between the Nittany Valley Railroad Company and the Centre Iron Company, for use of tracks in the yards of the Centre Iron Company.

The Centre Iron Company failed in the fall of 1890.

Succeeded by the Valentine Iron Company in the spring of 1891, to whom the Nittany Valley Railroad Company leased their road May, 1891, at a rental of $7,500.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$166,854 85	Capital stock,	$75,000 00
Cost of equipment,	14,573 83	Funded debt,	75,000 00
Cash and current assets,	1,808 26	Current liabilities,	16,400 00
		Profit and loss,	16,836 94
Total,	$183,236 94	Total,	$183,236 94

IMPORTANT CHANGES DURING THE YEAR.

The Nittany Valley railroad leased to the the Valentine Iron Company May, 1891, at a rental of $7,500.00.

EMPLOYES AND SALARIES.

CLASS.	Total yearly compensation.	Average daily compensation.
General officers:		
Treasurer,	$300 00	.....
Secretary,		
Total	$300 00	$0.82

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number, wooden,	1	1
Aggregate length (feet),	400	400

Gauge of track, ... 4 ft. 9 in.

NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization: December 9, 1854.

By what authority incorporated: State of Maryland, special act 1854, chapter 250. State of Pennsylvania, special act 1854, No. 531; 1855, No. 543, and 1856, No. 198.

If a consolidated company, name the constituent companies: Baltimore and Susquehanna Railroad Company: State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; 1849, chapter 419; 1849, chapter, 532; 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company: State of Pennsylvania, 1832, No. 78; 1834, No. 214; 1840. No. 237; 1854, No. 531.

York and Cumberland Railroad Company: State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1854, No. 531.

Susquehanna Railroad Company: State of Pennsylvania, 1851, No. 337; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation, December 9, 1854.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt,	Philadelphia,	Fourth Thursday in February, 1893.
J. N. Hutchinson,	Philadelphia,	do. do.
John P. Green,	Philadelphia,	do. do.
J. N. DuBarry,	Philadelphia,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
Louis W. Hall,	Harrisburg, Pa.,	do. do.
J. D. Cameron,	Harrisburg, Pa.,	do. do.
Luther S. Bent,	Steelton, Pa.,	do. do.
E. B. Parsons,	Sodus Point, N. Y.,	do. do.
B. F. Newcomer,	Baltimore, Md.,	do. do.
Harry Walters,	Baltimore, Md.,	do. do.
Henry James,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors, February 25, 1892.

Postoffice address of general office, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
Vice President,	Frank Thompson,	Philadelphia.
Secretary,	Stephen W. White,	Philadelphia.
Treasurer,	John S. Leib,	Baltimore, Md.
Chief Engineer,	William H. Brown,	Philadelphia.
General Solicitor, Attorney or Counsel,	John Scott,	Philadelphia.
Auditor,	James P. Kerr,	Baltimore, Md.
General Manager,	Charles E. Pugh,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Northern Central railway,	Baltimore, Md.,	Sunbury, Pa.,	136.82	101.20
Green Spring branch.	Hollins, Md.,	Green Spring Junc., Md.	8.59	
Rockville branch railroad.	Rockville, Pa.,	Dauphin, Pa.,	2.83	
The railroad of the Lykens Valley Railroad and Coal Co., Summit Branch Railroad Co., lessee.	Millersburg, Pa.,	Williamstwon, Pa..	19.70	19.70
Northern Central Railway Company, operator:				
Shamokin Valley and Pottsville railroad, including Lancaster branch.	Sunbury, Pa.,	Mt. Carmel, Pa..	29.78	29.78
Elmira and Williamsport railroad.	Williamsport, Pa..	Elmira N. Y.,	75.50	69
Elmira and Lake Ontario railroad,	Chemung Junc., N. Y..	Canandaigua, N. Y.,	64	
With branch,	Stanley, N. Y..	Sodus Point, N. Y..	34.18	
With branch,	Canandaigua, N. Y.,	Canandaigua Lake,	1.43	
Total mileage operated.			372.83	222.51

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Sodus Bay and Southern Railroad Company first mortgage,	$102,000 00	5 per cent.	$5,725 00
Allegheny Valley Railway Company general mortgage,	133,000 00	4 per cent.	
Allegheny Valley Railway Company general mortgage scrip.	333 32		
Total,	$235,333 32		$5,725 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Baltimore and Potomac Railroad Company,	$124,570 00		
Mineral Railroad and Mining Company,	199,998 00		
Union Railroad Company,	1,200,000 00	20 per cent.	$240,000 00
Shamokin Valley and Pottsville Railroad Company,	619,400 00	6 per cent.	37,164 00
Pennsylvania Equipment Trust,	362,000 00	4 per cent.	17,560 00
Elmira and Lake Ontario Railroad Company,	1,500,000 00		
Allegheny Valley Railway Company preferred,	148,350 00		
Allegheny Valley Railway Company preferred scrip,	33 87		
Allegheny Valley Railway Company common,	208,900 00		
Total,	$4,363,251 87		$294,724 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$15,055,978 67	Capital stock,	$7,518,150 00
Cost of equipment,	4,946,331 60	Funded debt,	14,415,000 00
Bonds of other companies owned,	166,194 21	Current liabilities,	1,421,816 91
Stocks of other companies owned,	3,901,033 95	Accrued interest on funded debt not yet payable,	89,659 58
Cash and current assets,	1,517,666 05	Mortgages and ground rent payable,	319,829 95
Sundries,	312,566 17	Other liabilities,	1,020,313 42
		Profit and loss,	1,115,000 79
Total,	$25,899,770 65	Total,	$25,899,770 65

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company, at a fixed percentage of gross receipts.

United States mail carried.

Sleeping and parlor cars furnished by Pullman's Palace Car Company.

Agreement with Western Union Telegraph Company.

EMPLOYES AND SALARIES.

CLASS	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$18,420 00	
General office clerks	44	37,812 00	$2 75
Station agents	117	83,916 00	2 04
Other station men	815	387 348 00	1 58
Enginemen	193	194,907 00	3 42
Firemen	186	103,587 60	1 94
Conductors	227	187,816 20	2 78
Other trainmen	511	266,976 00	1 93
Machinists	123	84,335 88	2 32
Carpenters	355	212,477 64	2 09
Other shopmen	722	357,052 68	1 53
Section foremen	198	121,738 08	1 78
Other trackmen	1,223	390,909 84	1 23
Switchmen, flagmen and watchmen	193	71,521 80	1 09
Telegraph operators and dispatchers	240	146,424 00	1 78
Employes—account of floating equipment	3	2,112 00	2 26
All other employes and laborers	261	113,685 12	1 54
Total	5,417	$2,781,039 84	$1 74
Distribution of above:			
General administration	50	$56,232 00	$3 59
Maintenance of way and structures	1,682	626,333 04	1 36
Maintenance of equipment	1,200	653,866 20	1 76
Conducting transportation	2,485	1,444,608 60	1 92
Total	5,417	$2,781,039 84	$1 74

CHARACTERISTICS OF ROAD OWNED BY NORTHERN CENTRAL RAILWAY COMPANY.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	36	26
Number iron	103	54
Number wooden	22	10
Tunnels:		
Number	2	1
Maximum length (feet)	256	256
Minimum length (feet)	82	
Aggregate length of all tunnels (feet)	338	256
Telegraph:		
Miles of line owned by this company	146.63	101.79
Miles of wire owned by this company	441.52	304.38
Miles of line operated by this company	367.84	220.10
Miles of wire operated by this company	911.93	532.44

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire, Union, Green, Canada Southern, Anchor and Midland lines.

NORTHEAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 14, 1870.

By what authority incorporated: State of Pennsylvania, general laws of April 4, 1868, and act of assembly of May 21, 1881.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. McLeod,	Philadelphia,	January, 1893.
A. J. Antelo,	Philadelphia,	do.
George DeB. Keim,	Philadelphia,	do.
James Boyd,	Norristown, Pa.,	do.
Samuel R. Shipley,	Philadelphia,	do.
Thomas Dolan,	Philadelphia,	do.
Peter C. Hollis,	Philadelphia,	do.
Isaac Warner, Jr.,	Hatboro, Montgomery county, Pa.,	do.
J. Newton Evans,	Hatboro, Montgomery county, Pa.,	do.
Samuel S. Thompson,	Philadelphia,	do.
Charles H. R. Triebels,	Philadelphia,	do.
Albert S. Paxson,	Holicong, Bucks county, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 240 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward C. Knight,	Philadelphia.
Vice President,	A. A. McLeod,	do.
Secretary,	John S. Wise.	do.
Treasurer,		
Chief Engineer,	H. K. Nichols,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Northeast Pennsylvania Railroad Company,	Glenside, Pa.,	New Hope, Pa.,	25.60	25.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$708,701 34	Capital stock,	$400,000 00
Cash and current assets,	262,848 24	Funded debt,	400,000 00
Profit and loss,	311,571 25	Current liabilities,	478,120 83
		Accrued interest on funded debt not yet payable,	5,000 00
Total,	$1,283,120 83	Total,	$1,283,120 83

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$1,500 00	
Station agents	10	4,380 90	$1 68
Other station men	1	180 00	58
Switchmen, flagmen and watchmen	2	1,020 00	1 96
Telegraph operators and dispatchers	1	420 00	1 34
All other employes and laborers	31	12,646 80	1 29
Total	50	20,146 80	$1 43
Distribution of above:			
General administration	5	$1,500 00	$0 96
Conducting transportation	45	18,646 80	1 38
Total	50	$20,146 80	$1 43

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	13	13
Number combination	2	2
Trestles:		
Number	5	5
Aggregate length (feet)	890	890
Telegraph:		
Miles of line operated by the Philadelphia, Reading and Pottsville Telegraph Company	25.7	25.7
Miles of wire operated by the Philadelphia, Reading and Pottsville Telegraph Company	37	37

Gauge of track, ... 4 ft. 8½ in.

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization : April 8, 1852.

By what authority incorporated : State of Pennsylvania, April 8, 1852, January 25, 1853, March 29, 1853, June 20, 1853, April 17, 1854, May 8, 1854.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Richard J. Dobbins	Philadelphia	January 10, 1893.
Charles A. Sparks	do.	do.
Edwin H. Fitler	do.	do.
Thomas Cochran	do.	do.
Thomas McKean	do.	do.
John H. Michener	do.	do.
John R. Fell	do.	do.
Edward C. Knight, Jr.	do.	do.
Peter C. Hollis	do.	do.
Ario Pardee, Jr.	do.	do.
Henry P. McKean, Jr.	do.	do.
Herbert M. Howe	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 240 South Third street, Philadelphia.
Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward C. Knight,	Philadelphia.
Secretary,	John S. Wise,	do.
Treasurer,		
General Solicitor, Attorney or Counsel.	William Rotch Wister,	do
Cashier,	David K. Fuller,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
North Pennsylvania Railroad Company.	Philadelphia, Willow street,	Bethlehem,	Philadelphia & Reading R. R. Co., lessee.	55.60	55.60
North Pennsylvania Railroad Company.	Jenkintown,	Middle of Delaware river, near Yardley.	Philadelphia & Reading R. R. Co., lessee.	20.50	20.50
North Pennsylvania Railroad Company.	Lansdale,	Doylestown,	Philadelphia & Reading R. R. Co., lessee.	10.30	10.30
Total mileage.				86 40	86.40

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company for 990 years, from May 1, 1879, since which time the railroad has been operated by that company.

TERMS.—The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term, six per cent., third and fourth years, seven per cent., and during the fifth and succeeding years, eight per cent. upon the capital stock of the company. Lessees to pay all taxes upon the capital stock, gross receipts, etc., as the same shall fall due, and also the yearly sum of $12,000.00, for defraying the expenses of maintaining the corporate organization of the company.

BONDS OWNED.

Mansion Hotel Company (total amount held),	$6,300 00

STOCKS OWNED.

Northeast Pennsylvania Railroad Company (total par value),	$35,465 00
Yardleyville-Delaware Bridge Company (total par value),	9,000 00
Mansion House Hotel Company (total par value),	5,000 00
Total,	$49,465 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$10,315,883 97	Capital stock,	$4,720,750 00
Cost of equipment,	1,750,935 65	Funded debt,	7,200,000 00
Bonds of other companies owned,	6,300 00	Ground rents and mortgages,	458,128 54
Stocks of other companies owned,	49,465 00	Unpaid six per cent. bonds,	2,000 00
Office building,	25,265 26	Interest, dividends, etc.,	155,276 11
Cash and current assets,	315,114 43	Accrued interest on funded debt not yet payable,	157,500 00
Other assets,	393,605 46	Profit and loss,	162,915 12
Total,	$12,856,569 77	Total,	$12,856,569 77

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization: July 23, 1881.
By what authority incorporated: General law, April 8, 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. R. Buckalew,	Bloomsburg, Pa.,	April 25, 1893.
William Neal,	Bloomsburg, Pa.,	do.
Henry W. Palmer,	Wilkesbarre, Pa.,	do.
Charles Parrish,	Wilkesbarre, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
G. B. Roberts,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
A. J. Cassatt,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 26, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	D. J. Waller,	Bloomsburg, Pa.
Vice President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
North and West Branch railway.	Catawissa,	Wilkesbarre,	Penna. R. R. Co.,	43.13	43.13
Branch,				4.69	4.69
Total mileage,				47.82	47.82

Agreement dated November 23, 1881, expiring September 1, 1901. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,354,926 60	Capital stock,	$1,500,000 00
Cash and current assets,	433,418 24	Funded debt,	1,500,000 00
		Current liabilities,	47,321 45
		Profit and loss,	741,023 39
Total,	$3,788,344 84	Total,	$3,788,344 84

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, 300 00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number iron,	7	7
Number wooden,	12	12
Trestles:		
Number,	9	9
Aggregate length (feet),	633	633
Telegraph:		
Miles of line owned by this company,	42.69	42.69
Miles of wire owned by this company,	131.18	131.18
Miles of line operated by Pennsylvania Railroad Company, lessee,	42.69	42.69
Miles of wire operated by Pennsylvania Railroad Company, lessee,	131.18	131.18

Gauge of track, ... 4 ft. 9 in.

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Date of organization: May 10, 1881.
By what authority incorporated: State of Pennsylvania, act of April 4, 1868.
Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. W. Smith,	Washington, Pa.,	First Monday in June, 1893.
William Workman,	Washington, Pa.,	do. do.
T. M. Bayne,	Pittsburg,	do. do.
Emil Winter,	Pittsburg,	do. do.
W. T. Manning,	Pittsburg,	do. do.
J. Frank Supplee,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: June 6, 1892.
Postoffice address of general office: Pittsburg.
Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washingtom,	Pittsburg.
Secretary,	A. W. Black,	Pittsburg.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Ohio and Baltimore Short Line Railway Company.	Morrell Junction, Pa.,	Elm Siding, Pa.	Baltimore and Ohio Railroad Company.	6.80	6.80
	Ohio and Baltimore Short Line Junction, Pa.,	Morrell Junction, Pa.	Baltimore and Ohio Railroad Company.	1.20	1.20
	Lisenring, Pa.,	Trotters, Pa..	Baltimore and Ohio Railroad Company.	1.30	1.30
Total mileage, . .	. . . . .	. . . . .	. . . . .	9.30	9.30

Operated by the Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock, from May 10, 1881.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,541,022 92	Capital stock, ...	$290,000 00
		Funded debt, ...	500,000 00
		Current liabilities.	1,023,516 72
Total, ...	$1,813,516 72	Total, ...	$1,813,516 72

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Enginemen, ...	1	$3 50
Firemen, ...	1	1 75
Section foremen, ...	1	1 41
Other trackmen, ...	6	1 20
Switchmen, flagmen and watchmen.	3	1 12
Total.	12	. . . . .
Distribution of above:		
Maintenance of way and structures.	10	. . . . .
Conducting transportation.	2	. . . . .
Total.	12	. . . . .
Employes in Pennsylvania:		
Total number of employes in Pennsylvania, ...	12	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	3	3
Number iron.	3	3
Number wooden, ...	2	2
Trestles:		
Number, ...	3	3
Aggregate length (feet).	706	706

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

OHIO CONNECTING RAILWAY COMPANY.

Date of organization: November 22, 1886.
By what authority incorporated: General railroad law, April 4, 1868.
Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John E. Davidson	Pittsburg.	February 7, 1893.
J. J. Brooks,	do.	do.
James McCrea,	do.	do.
John W. Renner,	do.	do.
William Mullins,	do.	do.
A. McElevey,	do.	do.

Date of last meeting of stockholders for election of directors: February 2, 1892.
Postoffice address of general office: Pittsburg.
Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas D. Messler,	Pittsburg.
Vice President,	John E. Davidson,	do.
Secretary,	S. B. Liggett.	do.
Treasurer,	T. H. B. McKnight,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ohio Connecting railway (the railway crosses the Ohio river).	Connection with P., C., C. & St. L. Ry. near Pittsburg.	Connection with P., Ft. W. & C. Ry., Allegheny.	Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.	3.27	3.27
Total mileage,				3.27	3.27

The Pittsburg, Cincinnati, Chicago and St. Louis Railway Company operates the railway for cost of such service and pays balance of earnings to the lessor company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,343,891 04	Capital stock,	$660,000 00
Cash and current assets,	48,707 33	Funded debt,	660,000 00
		Current liabilities,	44,653 58
		Profit and loss,	27,944 79
Total,	$1,392,598 37	Total.	$1,392,598 37

IMPORTANT CHANGES DURING THE YEAR.

$60,000.00 additional stock issued.
$60.000.00 additional obligation issued.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges;		
Number iron.	1	1
Telegraph:		
Miles of line owned by this company.	.75	.75
Miles of wire owned by this company,	3.01	3.01
Miles of line operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company,	.75	.75
Miles of wire operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.	3.01	3.01

Gauge of track, 4 ft. 9 in.

OHIO CONNECTING RAILWAY—OPERATED BY PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

See report of Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, operating.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road	Total mileage of road in Pennsylvania.
	From—	To—		
Ohio Connecting railway.	P., C., C. & St. L. railway, two miles west of Birmingham, Pa.,	P., Ft. W. & C. railway at Verner station, Allegheny, Pa.,	2.75	2.75
Sheridan Branch.	P., C., C. & St. L. railway, two and one-half miles west of Birmingham, Pa.,	Junction with main line Ohio Connecting railway.	.52	.52
Total mileage operated,			3.27	3.27

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers *			
General office clerks.*			
Section foremen,	1	$540 00	$1 72
Other trackmen,	4	1,583 45	1 20
Switchmen, flagmen and watchmen,	4	1,414 80	1 16
Telegraph operators and dispatchers,	6	3,900 00	2 04
All other employes and laborers,	3	1,648 00	1 65
Total,	18	$9,086 25	$1 58
Distribution of above:			
General administration,	5	$2,123 45	$1 30
Maintenance of equipment,	13	6,962 80	1 69
Total,	18	$9,086 25	$1 58
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	18	$9,086 25	$1 58

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Number wooden,	1	1
Trestles:		
Number,	5	5
Aggregate length (feet),	2,789	2,789
Telegraph:		
Miles of line operated by this company (Ohio Connecting Railway Company, owner),	.7	.7
Miles of wire operated by this company (Ohio Connecting Railway Company, owner),	5.5	5.5
Gauge of track,		4 ft. 9 in.

OLEAN, BRADFORD AND WARREN RAILWAY COMPANY.

Date of organization: September 29, 1877.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

*The series of general officers and general office clerks are devoted to all the lines operated by the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, and the proportion applicable to the Ohio Connecting railway, on the basis of the ratio of the mileage thereof to the total mileage operated is inconsiderable, and is therefore not stated.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Calvin H. Allen,	Mills building, New York city,	January 9, 1893.
Samuel G. De Coursey,	242 South Third street Philadelphia,	do.
Edward L. Owen,	71 Wall street, New York city,	do.
John D. Probst,	52 Exchange Place, New York city,	do.
E. W. Clark, Jr.,	Bullit building, Philadelphia,	do.
W. T. Tiers,	11 South Front street, Philadelphia,	do.
George E. Bartol,	139 South Front street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: Buffalo, N. Y., 84 Exchange street.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Calvin H. Allen.	New York city.
Vice President,	Samuel G. De Coursey.	Philadelphia.
Secretary,	Joseph R. Trimble.	Philadelphia.
Treasurer.	Franklin S. Buell.	Buffalo, N. Y.
Auditor.	John F. Reynolds.	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Olean, Bradford and Warren Railway Company.	State line,	Bradford,	Western New York and Pennsylvania Railroad Co.	10.11	10.11

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Olean, Bradford and Warren Railway Company of Pennsylvania.

Recorded in McKean county, February 16, 1882, in mortgage-book volume "M," page 279; also July 21, 1882, in deed-book volume 16, page 121; and in Warren county, March 10, 1883, in deed-book No. 20, page 665. Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 3 feet.

ONTARIO, CARBONDALE AND SCRANTON RAILWAY COMPANY.

Date of organization: October 3, 1889.

By what authority incorporated: An act supplementary to an act regulating railroad companies, approved the 19th day of February, A. D. 1849, approved 24th March, 1865, laws of Pennsylvania, and under general railroad acts of State of New York.

If a consolidated company, name the constituent companies: The Scranton and Forest City Railroad Company, charter dated 21st November, 1888, under general act.

The Forest City and State Line Railroad Company, charter dated 16th March, 1889, under general act.

The Hancock and Pennsylvania Railroad Company, organized under laws of State of New York 2d April, 1889.

Operated by the New York, Ontario and Western Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward B. Sturges,	Scranton, Pa.,	Last Wednesday of January, 1893.
William H. Richmond,	Dickson City, Pa.,	do. do.
Clarence D. Simpson,	Scranton, Pa.,	do. do.
John Jermyn,	Scranton, Pa.,	do. do.
O. S. Johnson,	Scranton, Pa.,	do. do.
William W. Patterson,	Scranton, Pa.,	do. do.
J. E. Childs,	New York, N. Y.,	do. do.
John B. Kerr,	New York, N. Y.,	do. do.
Daniel Scurry,	Carbondale, Pa.,	do. do.
Edward Clarkson,	Carbondale, Pa.,	do. do.
Clarence E. Spencer,	Carbondale, Pa.,	do. do.
Thomas P. Fowler,	New York, N. Y.,	do. do.
James E. Burr,	Carbondale, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 27, 1892.

Postoffice address of general office: Commonwealth building, Scranton Pa., and 56 Beaver street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward B. Sturges,	Scranton, Pa.
Vice President,	James E. Childs,	New York, N. Y.
General Manager,		
Secretary,	John Fleming,	New York, N. Y.
Treasurer,		
General Solicitor, Attorney and Counsel.	John B. Kerr,	New York, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Ontario and Western Railway Company.	Hancock Junction, N. Y.,	Scranton, Pa.,	New York, Ontario and Western Railway Company.	53.66	50.75

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company by lease dated the tenth day of May, 1890, for the term of ninety-nine (99) years from the first day of July, 1890. The New York, Ontario and Western Railway Company to pay an annual rental of seven-five thousand (75,000) dollars, to be paid in equal semi-annual payments on the last days of November and May in each and every year during said term; also, such other sum as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, the sum of three thousand (3,000) dollars, to be paid in equal quarter-yearly payments on the last days of August, November, February and May in each year; also, five (5) per cent. on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company, from the use and operation of the railway, not exceeding, however, seventy-five thousand (75,000) dollars per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$3,547,803 29	Capital stock	$1,500,000 00
Cash and current assets	10,556 35	Funded debt	1,500,000 00
		Current liabilities	519,491 87
		Accrued interest on funded debt not yet payable	6,250 00
		Profit and loss	32,617 77
Total	$3,558,359 64	Total	$3,558,359 64

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
President	1	$2,500 00	
Secretary and Treasurer	1	600 00	
Total	2	$3,100 00	$4 95
Distribution of above:			
Maintenance of organization	....	$3,100 00	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	42	40
Trestles:		
Number	7	6
Aggregate length (feet)	3,000	2,508
Telegraph:		
Miles of line owned by this company	53.66	50.75
Miles of wire owned by this company	108.10	102.28
Miles of line operated by Western Union Telegraph Company	53.66	50.75
Miles of wire operated by Western Union Telegraph Company	108.10	102.28

Gauge of track, ... 4 ft. 8½ in.

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847. Act of incorporation was approved April 13, 1846; letters patent issued February 25, 1847; first election for directors held March 30, 1847.

By what authority incorporated: Pennsylvania Railroad Company organized under laws of State of Pennsylvania; act of incorporation approved April 13, 1846 (see P. L. page 112); acts supplementary or amendatory thereto have also been approved, as follows: April 13, 1846 (P. L. p. 326), March 17, 1848 (P. L. p. 273), March 20, 1849 P. L. p. 196), April 5, 1849 (P. L. p. 341), April 5, 1849 (P. L. p. 560), April 2, 1850 (P. L. p. 1031), April 6, 1850 (P. L. p. 373), April 26, 1850 (P. L. p. 583), April 12, 1851 (P. L. p. 518), January 29, 1852 (P. L. p. 639), April 23, 1852 (P. L. p. 394), May 1, 1852 (P. L. p. 508), May 6, 1852 (P. L. p. 616), March 3, 1853 (P. L. p. 137), March 23, 1853 (P. L. p. 219), May 11, 1853 (P. L. p. 672), May 20, 1853 (P. L. p. 677), February 16, 1854 (P. L. p. 72), February 17, 1854 (P. L. p. 76), April 18, 1854 (P. L. p. 385), April 19, 1854 (P. L. p. 392), April 21, 1854 (P. L. p. 453), April 6, 1855 (P. L. p. 196), May 2, 1855 (P. L. p. 409), May 2, 1855 (P. L. p. 412), May 7, 1855 (P. L. p. 459), February 7, 1856 (P. L. p. 33), April 18, 1856 (P. L. p. 447), April 22, 1856 (P. L. p. 526), May 13, 1856 (P. L. p. 554), April 1, 1857 (P. L. p. 209), May 16, 1857 (P. L. p. 519), May 16, 1857 (P. L. p. 539), May 20, 1857 (P. L. p. 598), May 20, 1857 (P. L. p. 599), May 21, 1857 (P. L. p. 649), March 19, 1858 (P. L. p. 136), April 1, 1858 (P. L. p. 197), January 4, 1859 (P. L. p. 827), April 11, 1859 (P. L. p. 512), April 15, 1859 (P. L. p. 679), March 19, 1860 (P. L. p. 175), March 30, 1860 (P. L. p. 365), March 30, 1860 (P. L. p. 379), April 5, 1860 (P. L. p. 667), March 7, 1861 (P. L. p. 88), March 16, 1863 (P. L. p. 132), April 1, 1863 (P. L. p. 194), April 18, 1863 (P. L. p. 512), April 20, 1864 (P. L. p. 514), April 23, 1864 (P. L. p. 535), April 27, 1864 (P. L. p. 615), April 27, 1864 (P. L. p. 634), April 28, 1864 (P. L. p. 650), July 7, 1864 (P. L. p. 951), August 10, 1864 (P. L. p. 1035), August 12, 1864 (P. L. p. 963), March 21, 1865 (P. L. p. 466), March 23, 1865 (P. L. p. 584), March 23, 1865 (P. L. p. 643), April 4, 1866 (P. L. p. 819), March 21, 1866 (P. L. p. 263), April 11, 1866 (P. L. p. 798), March 22, 1867 (P. L. p. 528), April 10, 1867 (P. L. p. 993), April 4, 1868 (P. L. p. 58), December 29, 1869 (P. L. p. 1374), April 6, 1870 (P. L. p. 1008), February 17, 1871 (P. L. p. 55), March 8, 1871 (P. L. p. 188), March 8, 1871 (P. L. p. 189), March 8, 1871 (P. L. p. 190), March 25, 1871 (P. L. p. 451), March 6, 1872 (P. L. p. 220), March 7, 1872 (P. L. p. 259), February 18, 1873 (P. L. p. 146), March 12, 1873 (P. L. p. 253), June 6, 1873 (P. L. p. 415).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B Roberts,	233 South Fourth street, Philadelphia,	March 28, 1893.
Alexander M. Fox.	1415 North Broad street, Philadelphia.	do.
Alexander Biddle,	1307 Walnut street, Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Wissahickon Heights, Chestnut Hill, Phila.,	do.
William L. Elkins,	423 Walnut street, Philadelphia,	do.
H. H. Houston,	308 Walnut street, Philadelphia,	do.
A. J. Cassatt.	Haverford, Montgomery county, Pa.,	do.
C. A. Griscom,	307 Walnut street, Philadelphia,	do.
B. B. Comegys,	Philadelphia National Bank, Philadelphia,	do.
Amos R. Little,	Aldine Hotel, Philadelphia,	do.
William H. Barnes,	234 South Fourth street, Philadelphia,	do.
George Wood.	626 Chestnut street. Philadelphia,	do.
Frank Thomson,	233 South Fourth street, Philadelphia,	do.
Joseph N. DuBarry,	233 South Fourth street, Philadelphia,	do.
John P. Green,	233 South Fourth street, Philadelphia,	do.

Total number of stockholders at date of last election: 23,846.

Date of last meeting of stockholders for election of directors: March 22, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts.	233 S. Fourth street, Philadelphia.
Assistant to President,	Samuel Rea,	do. do.
First Vice President,	Frank Thomson,	do. do.
Second Vice President,	J. N. DuBarry,	do. do.
Third Vice President,	John P. Green,	do. do.
Secretary,	John C. Sims,	do. do.
Assistant Secretary,	Daniel S. Newhall,	do. do.
Treasurer,	Robert W. Smith.	do. do.
Asslstant Treasurer,	George E. Peabody,	do. do.
Cashier,	Benjamin F. Crawford,	do. do.
Chief Engineer,	William H. Brown,	do. do.
Assistant Chief Engineer,	Joseph T. Richards.	do. do.
General Solicitor, Attorney or Counsel,	John Scott,	do. do.
Assistant General Solicitor,	James A. Logan,	do. do.
Comptroller,	Robert W. Downing,	do. do.
Assistant Comptrolier,	M. Riebenack,	do. do.
Assistant to Second Vice President,	Joseph M. Crawford.	do. do.
General Manager,	Charles E. Pugh,	do. do.
General Passenger Agent,	James R. Wood,	do. do.
Assistant General Passenger Agent,	George W. Boyd,	do. do.
General Freight Agent,	William H. Joyce,	do. do.
Assistant General Freight Agent,	Charles A. Chipley,	do. do.
General Superintendent Motive Power,	Theodore N. Ely,	Altoona, Pa.
General Superintendent Transportation,	S. M. Prevost,	233 S. Fourth street, Philadelphia.
General Superintendent Penna. R. R. Div.,	Frank L. Sheppard,	Altoona, Pa.
General Sup't United R. R. of N. J. Div.,	F. Wolcott Jackson,	Jersey City, N. J.
General Sup't Phila. & Erie R. R. Div.,	Robert Neilson,	Williamsport, Pa.
Coal Freight Agent,	J. G. Searles,	233 S. Fourth street, Philadelphia.
Sup't Voluntary Relief Department,	J. A. Anderson,	Trenton, N. J.
Superintendent of Employes Saving Fund,	Daniel S. Newhall,	233 S. Fourth street, Philadelphia.
General Baggage Agent,	F. J. McWade,	Broad Street Station, Philadelphia.
Manager of Empire Line,	George M. Ball,	233 S. Fourth street, Philadelphia.
Manager of Union Line,	D. S. Gray,	Columbus, Ohio.
Purchasing Agent,	Enoch Lewis,	233 S. Fourth street, Philadelphia.
Assistant Purchasing Agent,	A. W. Sumner,	233 S. Fourth street, Philadelphia.
Real Estate Agent,	John C. Wilson,	233 S. Fourth street, Philadelphia.
Chief Conveyancer,	George W. I. Ball,	233 S. Fourth street, Philadelphia.
Secretary Insurance Department,	Hugh B. Ely,	233 S. Fourth street, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania
Main line owned:				
Filbert Street Extension,	Broad St. sta., Phila.,	West Philadelphia,	1.00	1.00
Philadelphia and Columbia railroad,	West Philadelphia,	Columbia, Pa.,	80.15	80.15
Pennsylvania railroad,	Harrisburg, Pa.,	Pittsburg,	248.54	248.54
Total,			329.69	329.69
Branch lines owned:				
Delaware Extension,	In Philadelphia,		7.84	7.84
Swanson Street branch,	In Philadelphia,		1.22	1.22
Girard Point branch,	In Philadelphia,		2.06	2.06
Schuylkill River branch,	In Philadelphia,		1.70	1.70
Fifty-second Street branch,	In Philadelphia,		.14	.14
Frazer branch,	Frazer, Pa.,	Zermatt, Pa.,	1.80	1.80
Trenton Cut-off,	Glen Loch, Pa.,	Morrisville, Pa.,	45.67	45.67
Lancaster Cut-off,	At Lancaster, Pa.,		2.42	2.42
Columbia Bridge,	Columbia, Pa.,	Wrightsville, Pa.,	1.11	1.11
York branch,	Wrightsville, Pa.,	York, Pa.,	11.77	11.77
Tyrone branch,	Tyrone, Pa.,	Vail, Pa.,	3.15	3.15
Hollidaysburg branch,	Altoona, Pa.,	Hollidaysburg, Pa.,	9.60	9.60
Morrison's Cove branch,	Hollidaysburg, Pa.,	Henrietta, Pa.,	18.90	18.90
Martinsburg branch,	Martinsburg Jc., Pa.,	Martinsburg, Pa.,	.70	.70
Bloomfield branch,	Roaring Spring, Pa.,	Ore Hill, Pa.,	3.00	3.00
Williamsburg branch,	Williamsburg Jc., Pa.,	Carlin, Pa.,	17.90	17.90
Springfield branch,	Springfield Jc., Pa.,	Oreminia, Pa.,	8.20	8.20
Lilly branch,	Lilly, Pa.,	Coal Mines, Pa.,	.76	.76
Ben's Creek branch,	Ben's Creek, Pa.,	Coal Mines, Pa.,	1.61	1.61
Martin's branch,	Near Portage, Pa.,	Coal Tipple, Pa.,	3.63	3.63
Wilmore branch,	Near Ben's Creek, Pa.,	Near Summerhill, Pa.,	.67	.67
Summerhill branch,	Summerhill, Pa.,	South Fork, Pa.,	2.03	2.03
Alexandria branch,	Donohue, Pa.,	Crabtree, Pa.,	4.55	4.55

PROPERTY OPERATED—*Continued.*

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bull Run branch	Jeannette, Pa.	Glass Works, Pa.	.67	.67
Manor branch	Manor, Pa.	Claridge, Pa.	4.30	4.30
Indiana branch	Blairsville Int., Pa.,	Indiana, Pa.,	18.91	18.91
Port Perry branch	Near Brinton, Pa.,	Thomson, Pa.,	1.37	1.37
Brush Creek branch	Jeannette, Pa.	Terminus, Pa.,	.54	.54
Turtle Creek branch	Brinton, Pa.	Near Wilmerding, Pa.,	2.02	2.02
New Portage railroad branch	Bennington Furnace,	Terminus, Pa.,	.82	.82
Tearing Run branch	Tearing Run Jc. Pa.,	Terminus, Pa.,	.96	.96
Total			180.02	180.02
Lines operated under lease, contract, etc.				
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad	Dillerville, Pa.; Columbia, Pa.,	Harrisburg, Pa.; Branch Int., Pa.,	53.74	53.74
West Chester railroad	Zermatt, Pa.	West Chester, Pa.,	5.00	5.00
Pennsylvania Schuylkill Valley railroad	West Philadelphia,	New Boston, Pa., and branches.	120.19	120.19
Downingtown and Lancaster railroad	Downingtown, Pa.,	Conestoga, Pa.,	37.98	37.98
Pomeroy and Newark railroad	Pomeroy, Pa.	Newark, Del.,	26.70	21.66
Columbia and Port Deposit railroad	Columbia, Pa.,	Perryville, Md.,	43.53	28.97
Hanover and York railroad	Hanover, Pa.	York, Pa.,	18.35	18.35
Littlestown railroad	Hanover, Pa.,	Penn'a. and Md. State line.	9.30	9.30
Frederick and Pennsylvania Line railroad	Penn'a and Maryland State line,	Frederick, Md.,	28.00	
Mifflin and Centre County railroad	Lewistown Jc., Pa.,	Milroy, Pa.,	12.43	12.43
Sunbury and Lewistown railway	Lewistown boro' Pa.,	Selinsgrove Jc., Pa.,	43.45	43.45
Bedford and Bridgeport railway	Mt. Dallas, Pa.,	Penn'a. and Md. State line and branches.	49.17	49.17
Lewisburg and Tyrone railroad	Tyrone, Pa.; Montandon, Pa.,	Fairbrook, Pa., and branches. Near Lemont, Pa.,	85.08	85.08
Bald Eagle Valley railroad	Vail, Pa.,	Lock Haven, Pa., and branches.	90.68	90.68
Tyrone and Clearfield railway	Vail, Pa.	Curwensville, Pa., and branches.	124.32	124.32
Tipton railroad	Tipton, Pa.,	Coal Mines, Pa.,	4.44	4.44
Cambria and Clearfield railroad	La Jose, Pa.,	Brubaker Jc., Pa., and branches.	60.95	60.95
South Fork railroad	South Fork, Pa.,	End of track, Pa.,	8.12	8.12
Western Pennsylvania railroad	Bolivar, Pa.,	Allegheny City, Pa., and branches.	117.16	117.16
South West Pennsylvania railway	Near Greensburg, Pa.,	Fairchance, Pa., and branches.	108.96	108.96
Turtle Creek Valley railroad	Stewart, Pa.,	End of track, Pa.,	6.37	6.37
Pittsburg, Virginia and Charleston railway	Pittsburg (S. side),	West Brownsville, Pa., and branches.	72.52	72.52
McKeesport and Bessemer railroad	Near Cochran, Pa.,	National Tube Works, Pa.	1.47	1.47
United New Jersey Railroad and Canal Companies lines	Trenton and Camden, N. J.,	Jersey City, S. Amboy, N. J., and branches.	144.72	
Hudson River ferries	Jersey City, N. J.,	New York, N. Y.,	1.00	
Trenton Delaware bridge	Morrisville, Pa.,	Trenton, N. J.,	.19	
Philadelphia and Trenton railroad	Kensington, Phila.,	Morrisville, Pa.,	26.50	26.50
Connecting railway	Mantua, Phila.,	Frankford Jc., Phila.,	6.75	6.75
Kensington and Tacony railroad	In Philadelphia,		3.77	3.77
River Front railroad	In Philadelphia,		3.86	3.86
New York Bay railroad	Near Waverly, N. J.,	Crossing Central R. R. of N. J. and branches.	8.37	
Perth Amboy & Woodbridge railroad	Rahway, N. J.,	Perth Amboy, N. J.,	6.40	
Millstone & New Brunswick railroad	New Brunswick, N. J.,	East Millstone, N. J.,	6.64	
Rocky Hill railroad	Kingston, N. J.,	Rocky Hill, N. J.,	2.38	
Belvidere Delaware railroad	Trenton, N. J.,	Manunka Chunk, N. J., and branch.	79.04	
Enterprise railroad*	Coalport, N. J.,	East Trenton, N. J.,	1.26	
Martin's Creek Railway of N. J.*	Middle Delaware river,	Near Martin's Creek, N. J.	.14	
Martin's Creek Railway of Pennsylvania.*	Middle Delaware river,	Junction Bangor and Portland R. R., Pa.	.15	.15
Bustleton railroad	Holmesburg Jc. Phila.,	Bustleton, Phila.,	4.16	4.16
Philadelphia, Germantown and Chestnut Hill railroad	Germantown Junction Philadelphia,	Chestnut Hill, Phila.,	6.75	6.75
Freehold & Jamesburg Agricultural railroad	Jamesburg, N. J.,	Sea Girt, N. J.,	27.54	
Columbus, Kinkora and Springfield railroad	Kinkora, N. J.,	New Lisbon, N. J.,	14.16	
Philadelphia and Long Branch railroad	Birmingham, N. J.,	Bay Head Jc., N. J., and branches.	49.09	

* Operations included with Belvidere Delaware railroad.

PROPERTY OPERATED—*Continued.*

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Long Beach railroad, ...	Manahawkin, N. J., .	Beach Haven, N. J., and branch.	20.50	. . . . .
Camden and Burlington County railroad.	Camden, N. J.. . . .	Pemberton, N.J..and branch.	29.61	. . . . .
Vincentown Branch railroad, ...	Evansville, N. J., . .	Vincentown, N. J.. .	2.84	. . . . .
Mt. Holly, Lumberton and Medford railroad.	Mt. Holly, N. J., . .	Medford, N. J., . . .	5.95	. . . . .
Philadelphia and Erie railroad. . . .	Sunbury, Pa..	Erie, Pa..	287.56	287.56
Sunbury, Hazleton and Wilkesbarre railway.	Sunbury, Pa..	Tomhicken, Pa., . . .	43.44	43.44
North and West Branch railway. . .	Catawissa, Pa.. . . .	Wilkesbarre, Pa., and branch.	47.82	47.82
Nescopec railroad.	Rock Glen Jc., Pa., .	Nescopec, Pa., ...	11.96	11.96
Susquehanna and Clearfield railroad.	Keating, Pa., ...	Karthaus, Pa., and branch.	24.89	24.89
Ridgway and Clearfield railroad, . .	Ridgway, Pa., ...	Falls Creek, Pa.. . . .	27.23	27.23
Johnsonburg railroad, ...	Johnsonburg, Pa.. . .	Clermont, Pa..	19.69	19.69
Total, ...	. . . . .	. . . . .	2,042.27	1,594.84
Total mileage operated. . . .	. . . . .	. . . . .	2,551.98	2,104 55

CAPITAL STOCK.

DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892.		Manner of payment for capital stock.	Number of shares.	Total cash realized.
				Rate.	Amount.			
Capital stock, common.	$50 00	$151,700,000 00	$126,774,050 00	November, 1891, 3 per cent. on $126,771,200.00.	$3,803,136 00	Issued for cash, common.	2,535,481	$126,774,050 00
				May, 1892, 3 per cent. on $126,774,050.00, ...	3,803,221 50			
Total, ...	. . . . .	. . . . .	. . . . .	. . . . .	$7,606,357 50			

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
General mortgage bonds,			$35,000,000 00						
Sterling coupon,	1870,	1910,		$13,490,760 00	$13,488,820 00	6 per ct.	January and July,	$809,329 20	$805,867 18
Dollar coupon,	1870,	1910,		2,000,000 00	2,000,000 00	6 do.	January and July,	120,000 00	119,100 00
Dollar registered,	1870,	1910,		4,509,000 00	4,509,000 00	6 do.	April and October,	270,540 00	272,490 00
				$19,999,760 00	$19,997,820 00			$1,199,869 20	$1,197,457 18
Consolidated mortgage bonds,			100,000,000 00						
Sterling coupon,	1873,	1905,		$24,250,000 00	$22,762,020 00	6 per ct.	January and July,	$1,365,721 20	$1,366,215 90
Dollar coupon,	1873,	1905,		3,000,000 00	2,757,000 00	6 do.	June and December,	165,420 00	163,110 00
Dollar registered,	1873,	1905,		2,000,000 00	1,961,000 00	6 do.	Mar., June, Sept., Dec.	117,660 00	116,400 00
Dollar registered,	1879,	1919,		3,500,000 00	3,498,000 00	5 do.	Sept. and December,	174,900 00	178,762 50
Dollar coupon,	1879,	1919,		1,500,000 00	1,500,000 00	5 do.	March and September,	75,000 00	74,850 00
				$34,250,000 00	$32,478,020 00			$1,898,701 20	$1,899,338 40
Navy Yard mortgage registered bonds,	1876,	1901,	1,000,000 00	$1,000,000 00	$1,000,000 00	5 per ct.	January and July,	$50,000 00	$50,000 00
P., W. & B. R. R. stock trust certificates,	1881,	1921,	10,000,000 00	10,000,000 00	7,909,000 00	4 do.	January and July,	316,480 00	316,480 00
Collateral trust loan,	1885,	1913,	10,000,000 00	10,000,000 00	9,900,000 00	4½ do.	June and December,	445,500 00	445,500 00
Equipment trust bonds,	1889,	1914.	3,000,000 00	3,000,000 00	2,748,000 00	4 do.	March and September.	*54,295 00	54,295 00
Real estate mortgages and ground rents,	Various,	Various.	Not applicable.	3,044,286 39	3,044,286 39	4 to 6 per ct	Various,	109,511 29	109,511 29
Total,			$159,000,000 00	$81,294,046 39	$77,077,126 39			$4,074,356 69	$4,072,581 87

*The actual amount of interest accrued and paid was $113,060.00, of which amount the above sum $54,295.00, is paid by Pennsylvania railroad lines east of Pittsburg, and $58,765.00 by the Pennsylvania lines west of Pittsburg, a portion of the equipment covered by the loan being assigned to the western lines.

FUNDED DEBT—*Continued.*

A. GENERAL STATEMENT—CAR TRUST OBLIGATIONS.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	EQUIPMENT COVERED.						Explantory remarks.
				Box.	Stock.	Refrig-erator.	Gondola.	Flat.	Total.	
Pennsylvania Car Trust. Series B.	Jan. 1, 1882.	10 years.	Ten. . . .	500	500	. . . . .	650	. . . .	1,650	Paid off December 31. 1891.
Pennsylvania Car Trust. Series C.	Jan. 1, 1882.	do.	do. . . .	600	. . . .	. . . . .	1,150	. . . .	1,750	Paid off December 31, 1891.
Pennsylvania Car Trust. Series D.	Oct. 1, 1882.	do.	do. . . .	. . . .	. . . .	. . . . .	2,000	. . . .	2,000	These obligations are issued by the Car Trust Association. and therefore do not appear on the books of the Pennsylvania Railroad Company as part of its funded debt.
Pennsylvania Car Trust. Series E.	May 1, 1883.	do.	do. . . .	862	. . . .	. . . . .	1,100	200	2,162	
Pennsylvania Car Trust. Series F.	Aug. 1, 1883.	do.	do. . . .	1,322	50	. . . . .	552	. . . .	1,924	
Pennsylvania Car Trust. Series G.	Sept. 1. 1883.	do.	do. . . .	1,250	350	. . . . .	326	. . . .	1,926	
Pennsylvania Car Trust. Series H.	June 1. 1884.	do.	do. . . .	. . . .	. . . .	500	1,200	. . . .	1,700	
Pennsylvania Car Trust. Series I.	Dec. 1. 1884.	do.	do. . . .	. . . .	. . . .	. . . . .	1,152	. . . .	1,152	
Pennsylvania Equipment Trust. Series A. .	Feb. 1. 1887.	do.	do. . . .	266	. . . .	. . . . .	2,100	150	2,516	The Pensylvania Railroad Company leases the cars from the trustees of the Car Trust Associations at a yearly rental which is sufficient to pay one-tenth of the principal, the interest on the outstanding stock. and the expenses of the trust.
Pennsylvania Equipment Trust, Series B. .	Nov. 1. 1886.	do.	do. . . .	1,000	. . . .	. . . . .	1,200	. . . .	2,200	
Pennsylvania Equipment Trust. Series C. .	Feb. 1. 1887.	do.	do. . . .	. . . .	. . . .	. . . . .	2,256	. . . .	2,256	
Pennsylvania Equipment Trust. Series D. .	Aug. 1. 1887.	do.	do. . . .	1,250	. . . .	. . . . .	376	250	1,876	
Pennsylvania Equipment Trust, Series E. .	May 1. 1887.	do.	do. . . .	. . . .	. . . .	. . . . .	1,986	. . . .	1,986	
Pennsylvania Equipment Trust. Series F. .	Feb. 1. 1888.	do.	do. . . .	350	. . . .	50	1,585	. . . .	1,985	
Pennsylvania Equipment Trust. Series G. .	May 1. 1888.	do.	do. . . .	100	. . . .	. . . . .	1,915	. . . .	2,015	
Pennsylvania Equipment Trust. Series H. .	Feb. 1. 1889.	do.	do. . . .	1,050	. . . .	. . . . .	525	. . . .	1,575	
Pennsylvania Equipment Trust. Series I.* .	Aug. 1. 1889.	do.	do. . . .	640	. . . .	. . . . .	1,300	. . . .	1,940	
Pennsylvania Equipment Trust, Series K. .	Nov. 1. 1891.	do.	do. . . .	1,000	. . . .	. . . . .	. . . . .	. . . .	1,000	
Pennsylvania Rolliug Stock Trust. Series A.†	April 1. 1892.	do.	do. . . .	1,569	. . . .	. . . . .	. . . . .	. . . .	1,569	
Pennsylvania Rolling Stock Trust. Series B.†	April 1. 1892.	do.	do. . . .	1,592	. . . .	. . . . .	. . . . .	. . . .	1,592	

*Six hundred and forty gondola cars added during the year.

†No certificates issued prior to July 1. 1892.

FUNDED DEBT—*Continued.*

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.				
		Original amount.	Amount outstanding July 1, 1892.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
Pennsylvania Car Trust, Series B,	$1,000,000 00	$1,000,000 00	. . . . .	$275,000 00	. . . . .	$2,500 00	$2,500 00	5 per ct.
Pennsylvania Car Trust, Series C,	1,000,000 00	1,000,000 00	. . . . .	275,000 00	. . . . .	2,500 00	2,500 00	5 do.
Pennsylvania Car Trust, Series D,	1,000,000 00	1,000,000 00	$100,000 00	275,000 00	1,250 00	6,250 00	6,250 00	5 do.
Pennsylvania Car Trust, Series E,	1,000,000 00	1,000,000 00	100,000 00	275,000 00	5,000 00	10,000 00	10,000 00	5 do.
Pennsylvania Car Trust, Series F,	1,000,000 00	1,000,000 00	200,000 00	275,000 00	7,500 00	11,250 00	11,250 00	5 do.
Pennsylvania Car Trust, Series G,	1,000,000 00	1,000,000 00	200,000 00	275,000 00	7,500 00	11,250 00	11,250 00	5 do.
Pennsylvania Car Trust, Series H,	1,000,000 00	1,000,000 00	200,000 00	275,000 00	15,000 00	15,000 00	15,000 00	5 do.
Pennsylvania Car Trust, Series I,	550,000 00	550,000 00	175,000 00	145,125 00	23,125 00	10,125 00	10,125 00	5 do.
Pennsylvania Equipment Trust, Series A,	1,000,000 00	1,000,000 00	500,000 00	220,000 00	55,000 00	23,000 00	23,000 00	4 do.
Pennsylvania Equipment Trust, Series B,	1,000,000 00	1,000,000 00	500,000 00	220,000 00	50,000 00	22,000 00	22,000 00	4 do.
Pennsylvania Equipment Trust, Series C,	1,000,000 00	1,000,000 00	500,000 00	220,000 00	55,000 00	23,000 00	23,000 00	4 do.
Pennsylvania Equipment Trust, Series D,	1,000,000 00	1,000,000 00	600,000 00	220,000 00	66,000 00	25,000 00	25,000 00	4 do.
Pennsylvania Equipment Trust, Series E,	1,000,000 00	1,000,000 00	500,000 00	220,000 00	60,000 00	24,000 00	24,000 00	4 do.
Pennsylvania Equipment Trust, Series F,	1,000,000 00	1,000,000 00	600,000 00	220,000 00	78,000 00	27,000 00	27,000 00	4 do.
Pennsylvania Equipment Trust, Series G,	1,000,000 00	1,000,000 00	600,000 00	220,000 00	84,000 00	28,000 00	28,000 00	4 do.
Pennsylvania Equipment Trust, Series H,	1,000,000 00	1,000,000 00	700,000 00	220,000 00	105,000 00	31,000 00	31,000 00	4 do.
Pennsylvania Equipment Trust, Series I,	1,000,000 00	1,000,000 00	800,000 00	186,400 00	120,000 00	31,670 00	31,670 00	4 do.
Pennsylvania Equipment Trust, Series K,	617,000 00	617,000 00	617,000 00	88,760 00	76,420 00	12,340 00	12,340 00	4 do.
Pennsylvania Rolling Stock Trust, Series A,	1,000,000 00	1,000,000 00	1,000,000 00	210,000 00	210,000 00	. . . . .	. . . . .	4 do.
Pennsylvania Rolling Stock Trust, Series B,	1,000,000 00	1,000,000 00	1,000,000 00	210,000 00	210,000 00	. . . . .	. . . . .	4 do.
Total,	$19,167,000 00	$19,167,000,00	$8,892,000 00	$4,525,285 00	$1,228,795 00	$315,885 00	$315,885 00	. . . . .

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year	Amount paid during year.
Common, income and collateral trust bonds, etc..	$81,294,046 39	$77.077,126 39	$4,074,356 69	$4,072,581 87
Car trust obligations (not on company's books),	19,167,000 00	8,892,000 00	486,367 97	486,367 97
Total,	$100,461,046 39	$85,969,126 39	$4,560,724 66	$4,558,949 84

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash,	$4,164,076 75	Loans and bills payable,*	$11,977,717 99
Bills receivable,	7,205,848 97	Audited vouchers and accounts,	5,999,938 56
Due from agents,	3,462,243 06	Wages and salaries,	2,952,330 01
Due from solvent companies and individuals,	22,078,160 80	Net traffic balances due to other companies.	768,582 55
Other cash assets (excluding material and supplies on hand), as follows:		Dividends not called for,	111,305 00
		Matured interest coupons unpaid,	151,926 81
Cash on deposit in London, Eng., for payment of interest, etc.,	1,139,952 53	Miscellaneous,	1,004,752 87
		Balance, cash assets,	15,083,728 32
Total,	$38,050,282 11	Total,	$38,050,282 11

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock,	$126,774,050 00	509.71	$248,718 00
Bonds,	77,077,126 39	509 71	151,217 63
Car trust obligations,	8,892,000 00	509.71	17,445 21
Total,	$212,743,176 39	509.71	$417.380 84

NOTE.—In any use made of the amount of stock, bonds, etc.. per mile of road shown in Statement A, it should be borne in mind that as this company has over one hundred and five millions of dollars invested in the stocks and bonds of other companies, and that the equipment owned by it is used on all its leased and operated lines, no averages obtained by dividing the length of the road owned by this company into its capital stock and funded debt can be of any use in comparison with similar data furnished by another road owning no securities, and only having sufficient equipment for its own lines.

*The amount shown above as loans and bills payable ($11,977,717.99) does not represent money borrowed by the company as indicated by the item, but represents balances due to the various railroads, other corporations, etc., controlled by the Pennsylvania Railroad Company, which under its method of transacting business are required to be deposited with the treasurer of that company.

RECAPITULATION—*Continued.*

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Pennsylvania railroad	$126,774,050 00	$77,077,126 39	. . . . .	$203,851,176 39	509.71	$399,935 63
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad	1,182,550 00	700,000 00	. . . . .	1,882,550 00	53.74	35,030 70
West Chester railroad	165,000 00	75,000 00	. . . . .	240,000 00	5.00	48,000 00
Pennsylvania Schuylkill Valley railroad	7,092,450 00	7,000,000 00	$593,103 29	14,685,553 29	120.19	122,186 14
Downingtown and Lancaster railroad	405,650 00	300,000 00	108,947 83	814,597 83	37.98	21,184 78
Pomeroy and Newark railroad	500,000 00	. . . . .	181,262 77	681,262 77	26.70	25,515 45
Columbia and Port Deposit railway	600,000 00	1,800,000 00	. . . . .	2,400,000 00	43.53	60,256 08
Hanover and York railroad	224,250 00	191,100 00	. . . . .	415,350 00	18.35	22,634 87
Littlestown railroad	34,850 00	40,000 00	16,439 17	91,289 17	9.30	9,816 04
Frederick and Pennsylvania Line railroad	779,100 00	250,000 00	292,150 78	1,321,250 78	28.00	47,187 53
Mifflin and Centre County railroad	167,775 00	200,000 00	44,841 14	412,616 14	12.43	33,195 18
Sunbury and Lewistown railway	600,000 00	500,000 00	. . . . .	1,100,000 00	43.45	25,316 46
Bedford and Bridgeport railway	600,000 00	1,700,000 00	. . . . .	2,300,000 00	49.17	46,776 49
Lewisburg and Tyrone railroad	1,200,000 00	. . . . .	285,050 11	1,485,050 11	85.08	17,454 75
Bald Eagle Valley railroad	1,535,000 00	352,000 00	. . . . .	1,887,000 00	90.68	20,809 43
Tyrone and Clearfield railway	1,000,000 00	1,000,000 00	. . . . .	2,000,000 00	124.32	16,087 50
Tipton railroad	43,250 00	. . . . .	. . . . .	43,250 00	4.44	9,740 99
Cambria and Clearfield railroad	750,000 00	608,000 00	470,981 39	1,828,981 39	60.95	30,007 90
South Fork railroad	28,000 00	. . . . .	76,766 75	104,766 75	8.12	12,902 31
Western Pennsylvania railroad	1,775,000 00	4,225,000 00	. . . . .	6,000,000 00	117.16	51,212 01
Southwest Pennsylvania railway	1,499,900 00	900,000 00	. . . . .	2,399,900 00	108.96	22,025 51
Turtle Creek Valley railroad	250,000 00	. . . . .	37,635 06	287,635 06	6.37	45,138 94
Pittsburg, Virginia and Charleston railway	2,023,900 00	3,610,000 00	233,847 78	5,867,747 78	72.52	80,912 13
McKeesport and Bessemer railroad	22,000 00	. . . . .	502,699 90	524,699 90	1.47	356,938 70
Philadelphia and Erie railroad	10,375,000 00	19,674,000 00	. . . . .	30,049,000 00	287.56	104,496 45
Johnsonburg railroad	200,000 00	200,000 00	24,958 89	424,958 89	19.69	21,582 47
Ridgway and Clearfield railroad	491,000 00	491,000 00	. . . . .	982,000 00	27.23	36,063 16
Susquehanna and Clearfield railroad	286,000 00	285,000 00	79,925 99	650,925 99	24.89	26,152 11
Nescopec railroad	259,000 00	200,000 00	74,930 34	533,930 34	11.96	44,643 01
North and West Braneh railway	1,500,000 00	1,500,000 00	. . . . .	3,000,000 00	47.82	62,735 26
Sunbury, Hazleton and Wilkesbarre railway	1,000,000 00	2,535,000 00	. . . . .	3,535,000 00	43.44	81,376 60
United New Jersey Railroad and Canal Company,*	21,240,400 00	20,620,267 75	11,422,852 65	53,283,520 40	145.72	. . . . .
Trenton Delaware Bridge	198,900 00	350,000 00	. . . . .	548,900 00	.19	2,888,947 38
Philadelphia and Trenton railroad	1,259,100 00	. . . . .	1,855,177 33	3,114,277 33	26.50	117,519 90
Connecting railway	1,278,300 00	991,000 00	1,058,390 36	3,327,690 36	6.75	492,991 16
Kensington and Tacony railroad	200,000 00	. . . . .	96,257 34	296,257 34	3.77	78,582 85
River Front railroad	216,000 00	216,000 00	147,041 32	579,041 32	3.86	150,010 70
Perth Amboy and Woodbridge railroad	228,400 00	100,000 00	. . . . .	328,400 00	6.40	51,312 50
Millstone and New Brunswiek railroad	95,750 00	. . . . .	66,631 13	162,381 13	6.64	24,454 99
Rocky Hill railroad	45,600 00	. . . . .	. . . . .	45,600 00	2.38	19,159 66
Belvidere Delaware railroad	1,150,000 00	2,932,000 00	. . . . .	4,082,000 00	79.04	51,644 74

Enterprise railroad,		30,000 00	15,000 00		45,000 00	1.26	35,714 29
Martin's Creek Railway of New Jersey,	Operations included with Belvidere Delaware railroad.	28,000 00			28,000 00	.14	200,000 00
Martin's Creek Railway of Pennsylvania.		30,000 00			30,000 00	.15	200,000 00
Bustleton railroad,		100,000 00		12,332 50	112,332 50	4.16	27,003 00
Philadelphia, Germantown and Chestnut Hill railroad,		1,000,000 00	1,000,000 00	292,122 37	2,292,122 37	6.75	339,573 54
Freehold and Jamesburg Agricultural railroad,		295,600 00	498,600 00	19,376 31	813,576 31	27.54	29,541 62
Columbus, Kinkora and Springfield railroad,		66,050 00	173,900 00	140,324 45	380,274 45	14.16	26,855 54
Philadelphia and Long Branch railroad,		765,000 00	750,000 00	642,401 94	2,157,401 94	49.09	43,947 89
Long Beach railroad,		253,000 00		125,753 99	378,753 99	20.50	18,475 80
Camden and Burlington County railroad,		381,925 00	350,000 00	8,129 79	740,054 79	29.61	24,993 41
Vincentown branch,		25,000 00	15,000 00		40,000 00	2.84	14,084 51
Mt. Holly, Lumberton and Medford railroad,		95,650 00	75,000 00		170,650 00	5.95	28,680 67
New York Bay railroad,		400,000 00		424,750 38	824,750 38	8.37	98,536 49
Total,*		$192,746,400 00	$153,499,994 14	$19,335,083 05	$365,581,477 19	2,551.98	

* No "Amount per Mile of Road" given for the United New Jersey Railroad and Canal Company; also no grand total "Amount per Mile of Road" for the reason that the stocks and bonds cover both railroad and canal.

PERMANENT IMPROVEMENTS FOR THE YEAR.

It is not possible from the system of accounts used by this company to give the expenditures for the year for construction under the headings called for.

The expenditures for the year and the total expenditures are given below.

COST OF ROAD AND EQUIPMENT.

ITEM.	Total cost to June 30, 1891.	Net additions during year.	Total cost to June 30, 1892.	Cost per mile.
Construction:				
Other real estate	$15,723,777 76	$340,972 35	$16,064,750 11	$31,517 43
Cost of construction	45,952,256 12	2,730,749 08	48,683,005 20	95,511 18
Shop machinery and tools	1,728,219 03	553 19	1,728,772 22	3,391 68
Total construction	$63,404,252 91	$3,072,274 62	$66,476,527 53	$130,420 29
Equipment:				
Locomotives	$11,944,248 87	$637,328 24	$12,581,577 11	$24,683 79
Passenger cars, Sleeping, parlor and dining cars, Baggage, express and postal cars, Combination cars	5,154,419 49	535,796 04	5,690,215 53	11,163 62
Freight cars	11,885,211 53	668,399 10	12,553,610 63	24,628 96
Other cars of all classes	179,542 52	*2,381 37	177,161 15	347 56
Floating equipment	1,435,641 45	160,293 85	1,595,935 30	3,131 06
Total equipment	$30,599,063 86	$1,999,435 86	$32,598,499 72	$63,954 99
Grand total cost, construction and equipment	$94,003,316 77	$5,071,710 48	$99,075,027 25	$194,375 28
Give cost of construction of that portion of road located in Pennsylvania	.....	.....	$66,476,527 53	.....

INCOME ACCOUNT.

Gross earnings from operation	$68,260,900 86	
Less operating expenses	46,947,686 07	
Income from operation	.....	$21,313,214 79
Interest on bonds owned	$1,940,740 67	
Dividends on stocks owned	2,903,481 33	
Net miscellaneous income	1,107,897 55	
Income from other sources	.....	5,952,119 55
Total income	.....	$27,265,334 34
Deductions from income:		
Interest on funded debt accrued	$4,560,724 66	
Rentals, including tracks, yards and terminals	10,374,360 30	
Taxes, State of Pennsylvania, tax on stock and bonds of Peunsylvania Railroad Company	425,500 25	
Other deductions	2,220,283 69	
Total deductions from income	.....	17,580,868 90
Net income	.....	$9,684,465 44
Dividends, six per cent., common stock	.....	7,606,357 50
Surplus from operations of year ending June 30, 1892	.....	$2,078,107 94
Surplus on June 30, 1891	.....	23,591,938 11
	.....	$25,670,046 05
Additions for year	.....	1,053,119 43
Surplus on June 30, 1892	.....	$26,723,165 48

* Deduction.

EARNINGS FROM OPERATION.

Total passenger revenue,	$17,030,949 13
Mail,	1,355,742 15
Express,	1,249,384 49
Total passenger earnings,	$19,636,075 77
Total freight earnings,	47,619,280 40
Total passenger and freight earnings,	$67,255,356 18
Other sources,	1,005,544 69
Total gross earnings from operation,	$68,260,900 86

BONDS OWNED.

NAME.	Total amount held.	Rate—per ct.	Income or interest received.
Allegheny Valley railway general mortgage, 4 per cent., gold,	$685,000 00	6	
American Bottom Marble, Lime and Coal Company,	200 000 00	7	$14,000 00
Belvidere Delaware railroad consolidated mortgage,	682,000 00	7	49,140 00
Baltimore and Potomac railroad consolidated mortgage, gold,	1,369,000 00	5	109,225 00
Burlington County railroad (Vincentown Branch) first mortgage, registered,	15,000 00	6	
Bedford and Bridgeport railway 5 per cent. debenture certificates of indebtedness,	1,700,000 00	5	85,000 00
Cambria and Clearfield railroad first mortgage, coupon,	116,000 00	5	2,075 00
Central Stock Yard and Transit Company first mortgage, coupon,	300,000 00	7	21,000 00
Cincinnati and Muskingum Valley first mortgage, coupon,	754,000 00	7	
Cincinnati, Richmond and Chicago railroad second mortgage, coupon,	65,000 00	7	
Cresson Springs Company first mortgage,	100,000 00	6	
Columbia and Port Deposit Railway Company mortgage, coupon,	1,800,000 00	4	72,000 00
Downingtown and Lancaster railroad coupon,	210,500 00	4	
Frederick and Pennsylvania Line railway first mortgage, gold,	232,500 00	6	
Freehold and Jamesburg Agricultural railroad certificates of indebtedness,	200 00	6	45 00
Freehold and Jamesburg Agricultural railroad consolidated mort.,	6,000 00	6	
Girard Point Storage Company first mortgage, registered,	908,000 00	3½	47,670 00
Grand Rapids and Indiana railroad second mortgage, coupon,	2,700,000 00	6	
Gettysburg and Harrisburg railroad first mortgage, coupon,	19,000 00	6	1,140 00
Iron Car Equipment Company second mortgage, coupon,	10,800 00	5	540 00
Indianapolis and St. Louis railway mortgage, gold,	500,000 00	6	30,000 00
International Navigation Company coupon,	340,000 00	6	20,400 00
Jersey City and Bergen railroad first mortgage, coupon,	239,000 00	7	16,730 00
Jeffersonville, Madison and Indianapolis first mortgage, coupon,	306,000 00	7	21,455 00
Johnsonburg railroad first mortgage, coupon,	150,000 00	6	
Mifflin and Centre County railroad first mortgage, coupon,	200,000 00	6	
Maryland Steel Company first mortgage, registered,	180,000 00	5	
McKeesport and Bessemer railroad debenture certificates of indebtedness,	514,524 73	4	
Mont Alto railroad first mortgage, coupon,	20,000 00	7	
Nescopec railroad debenture,	200,000 00	5	
Northern Central railway consolidated general mortgage,	27,000 00	6	1,620 00
North and West Branch railway first mortgage, coupon,	1,400,000 00	6	84,000 00
Old Point Comfort Hotel Company first mortgage,	10,000 00	6	
Philadelphia and Baltimore Central railroad first mortgage,	245,000 00	4½	23,040 00
Philadelphia and Erie Railroad Company general mortgage, coupon,	80,000 00	4	5,200 00
Philadelphia and Erie Railroad Company general mortgage, reg.,	263,000 00	5	13,150 00
Philadelphia and Erie Railroad Company consolidated general mortgage, coupon,	3,680,000 00	6	220,800 00
Piedmont and Cumberland railway first mortgage, gold,	100,000 00	5	5,000 00
Pittsburg, Virginia and Charleston railway first mortgage, registered,	3,000,000 00	5	150,000 00
Pennsylvania Company secured loan,	15,000 00	6	900 00
Pennsylvania Canal Company general mortgage,	384,000 00	6	
Philadelphia, Wilmington and Baltimore railroad registered, debentures,	19,000 00	6	
Pittsburg, Cincinnati and St. Louis Railway Company first consolidated mortgage,	326,000 00	7	22,820 00
Pittsburg, Wheeling and Kentucky railroad first mortgage, reg.,	88,000 00	7	6,195 00
Pennsylvania Schuylkill Valley railroad first mortgage, registered,	7,000,000 00	5	175,000 00
Philadelphia and Long Branch railroad first mortgage,	750,000 00	5	
Philadelphia and Delaware County railroad certificates of indebtedness.	250,000 00	5	
Ridgway and Clearfield railroad first mortgage, registered,	491,000 00	5	24,550 00
Sunbury, Hazleton and Wilkesbarre railway first mortgage, coupon, series B,	179,000 00	6	10,740 00
Sunbury, Hazleton and Wilkesbarre railway second mortgage.	488,600 00	6	29,316 00
Steubenville and Indiana railroad first mortgage, registered,	51,000 00	6	2,550 00
St. Louis, Vandalia and Terre Haute railroad second mortgage,	225,000 00	7	15,750 00
South West Pennsylvania Railway Company first mortgage, reg.,	600,000 00	7	42,000 00

BONDS OWNED—*Continued.*

NAME.	Total amount held.	Rate—per ct.	Income or interest received.
Shamokin Valley and Pottsville railroad first mortgage, gold,	$580,000 00	7	$41,475 00
Summit Branch railroad first mortgage, coupon	480,000 00	7	33,600 00
Susquehanna and Clearfield railroad first mortgage, registered	285,000 00	5	
Tyrone and Clearfield railroad first mortgage, 5 per cent., registered,	1,000,000 00	5	50,000 00
Western Pennsylvania railroad (Pittsburg Branch) first mortgage,	600 00	6	30 00
Western Pennsylvania railroad first mortgage	6,500 00	6	285 00
Western Pennsylvania railroad mortgage, registered,	43,000 00	4	1,720 00
Washington Southern railway first mortgage,	1,000,000 00	5	25,000 00
Western Pennsylvania Exposition Society first mortgage,	27,000 00	6	1,620 00
Interest received on bonds disposed of during the year,			463,959 67
Total,	$37,616,224 73		$1,940,740 67

STOCKS OWNED.

NAME.	Total par value.	Rate—per cent.	Income or dividend received.
Allegheny Valley Railway Company common,	$9,653,800 00		
Allegheny Valley Railway Company preferred,	10,411,300 00		
Altoona Mechanics' Library and Reading-room Association,	3,715 00		
Bald Eagle Valley Railroad Company,	706,250 00	10	$70,625 00
Belvidere Delaware Railroad Company,	141,350 00	6	8,481 00
Baltimore and Potomac Railroad Company,	4,081,100 00		
Bustleton Railroad Company,	100,000 00		
Bedford and Bridgeport Railway Company,	600,000 00		
Cresson Springs Company common,	182,150 00		
Cresson Springs Company preferred,	50,000 00		
Cleveland, Mt. Vernon and Delaware Railroad Company common,	1,100,000 00		
Columbia and Port Deposit Railway Company,	600,000 00	6	36,000 00
Camden and Philadelphia Steamboat Ferry Company,	215,800 00	10	21,580 00
Columbus and Xenia Railroad Company,	500 00	8	42 00
Camden and Atlantic Railroad Company common,	234,100 00		
Camden and Atlantic Railroad Company preferred,	451,950 00		
Counecting Railway Company,	1,277,700 00	6	76,662 00
Chartiers Railway Company,	333,850 00		26,708 00
Cumberland Valley Railroad Company common,	975,800 00		97,040 00
Cumberland Valley Railroad Company preferred,	237,200 00		
Cambria and Clearfield Railroad Company,	750,000 00		
Cumberland Valley and Martinsburg Railroad Company,	200,000 00		
Downingtown and Lancaster Railroad Company,	405,650 00		
Delaware and Schuylkill Market Company,	250,000 00		10,000 00
Freehold and Jamesburg Agricultural Railroad Company,	37,800 00		1,134 00
Frederick and Pennsylvania Line Railroad Company preferred,	461,000 00		
Fair Hill Railroad Company,	5,000 00		
Girard Point Storage Company,	1,064,200 00		
Harrisburg and Bedford Railroad Company instalment,	20,000 00		
Hanover and York Railroad Company,	224,250 00		
Homer and Susquehanna Railroad Company instalment,	10,500 00		
International Navigation Company,	725,000 00		
Junction Railroad Company,	76,650 00		30,660 00
Jersey City and Bergen Railroad Company,	446,000 00		38,100 00
Johnsonburg Railroad Company,	75,000 00		
Kensington and Tacony Railroad Company,	200,000 00		
Lewisburg and Tyrone Railroad Company,	1,110,450 00		
Little Miami Railroad Company,	500 00	8	40 00
Louisville Bridge Company,	901,300 00	8	72,104 00
Long Beach Railroad Company,	252,750 00		
Littlestown Railroad Company,	1,050 00		
Lebanon and Reading Railroad Company instalment,	30,000 00		
Mifflin and Centre County Railroad Company,	137,100 00		
Manor Real Estate and Trust Company,	1,083,150 00		
Mifflin and Bay Shore Railroad Company instalment,	1,012 50		
Mineral Railroad and Mining Company instalment,	100,002 00		
McKeesport and Bessemer Railroad Company,	22,000 00		
Northern Central Railway Company,	3,488,950 00	7	244,226 50
North and West Branch Railway Company,	925,000 00	6	55,500 00
Nescopec Railroad Company,	259,000 00		
Newark Plank Road Company,	63,375 00	10	6,337 50

STOCKS OWNED—*Continued.*

NAME	Total par value	Rate—per cent.	Income or dividend received.
New Jersey Warehouse and Guaranty Company,	$25,000 00	. . .	. . . . .
New York Bay Railroad Company,	400,000 00	. . .	. . . . .
Old Point Comfort Hotel Company,	1,000 00	. . .	. . . . .
Pennsylvania Company common,	21,000,000 00	. . .	. . . . .
Philadelphia Bourse,	1,000 00	. . .	. . . . .
Pittsburg, Virginia and Charleston Railway Company,	1,630,400 00	5	$81,520 00
Philadelphia and Erie Railroad Company preferred,	2,400,000 00	7	168,000 00
Philadelphia and Erie Railroad Company common,	3,501,800 00	5	70,036 00
Pennsylvania Canal Company,	3 517,150 00	. . .	. . . . .
Philadelphia, Germantown and Chestnut Hill Railroad Company.	999,750 00	. . .	. . . . .
Pittsburg, Ft. Wayne and Chicago Railway Company guaranteed special,	1,472,512 54	. . .	105,070 00
Philadelphia and Long Branch Railroad Company,	765,000 00	. . .	. . . . .
Piedmont and Cumberland Railway Company.	200,000 00	. . .	. . . . .
Perth Amboy and Woodbridge Railroad Company,	198,400 00	. . .	16,655 00
Pennsylvania and North Western Railroad Company.	28,250 00	. . .	1,412 50
Philadelphia and Trenton Railroad Company,	500 00	10	50 00
Philadelphia, Wilmington and Baltimore Railroad Company,	10,890,950 00	7	762,366 50
Pennsylvania Steel Company,	418,500 00	. . .	48,534 00
Pomeroy and Newark Railroad Company.	500,000 00	. . .	. . . . .
Pennsylvania Schuylkill Valley Railroad Company,	7,092,200 00	. . .	. . . . .
Port Richmond and Bergen Point Ferry Company,	40,000 00	. . .	. . . . .
Philadelphia and Delaware County Railroad Company,	250,000 00	. . .	. . . . .
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company preferred,	2,406,425 00	. . .	124,016 00
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company common,	2,245,500 00	. . .	. . . . .
Pennsylvania Car Trust,	145,000 00	5	8,124 58
Pennsylvania Equipment Trust.	90,000 00	4	24,770 00
Philadelphia and Bustleton Railway Company instalment,	10,000 00	. . .	. . . . .
River Front Railroad Company,	216,000 00	. . .	10,800 00
Ridgway and Clearfield Railroad Company,	491,000 00	. . .	29,460 00
Roxborough Railroad Company instalment,	10,000 00	. . .	. . . . .
Susquehanna Coal Company.	2,136,800 00	6	128,208 00
Summit Branch Railroad Company,	2,190,200 00	. . .	. . . . .
St. Louis, Vandalia and Terre Haute Railroad Company first preferred,	837,000 00	. . .	. . . . .
South West Pennsylvania Railway Company,	1,057,250 00	10	105,725 00
Susquehanna and Clearfield Railroad Company,	286,000 00	. . .	. . . . .
Sunbury, Hazleton and Wilkesbarre Railway Company,	1,000,000 00	6	60,000 00
South Fork Railroad Company,	28,000 00	. . .	. . . . .
Trenton Cut-off Railroad Company.	100,000 00	. . .	. . . . .
Turtle Creek Valley Railroad Company,	250,000 00	. . .	. . . . .
Tipton Railroad Company,	43,250 00	. . .	. . . . .
Tyrone and Clearfield Railway Company.	1,000,000 00	5	50,000 00
Toledo, Walhonding Valley and Ohio Railroad Company,	1,920,000 00	. . .	. . . . .
United New Jersey Railroad and Canal Company,	1,350,000 00	10	135,000 00
West Jersey Railroad Company,	264,550 00	. . .	18,509 75
West Jersey Ferry Company,	143,250 00	. . .	11,460 00
Western Pennsylvania Railroad Company,	1,753,500 00	. . .	140,274 00
West Chester Railroad Company,	165,000 00	. . .	8,250 00
West Penn and Shenango Connecting Railway Company,	83,000 00	. . .	. . . . .
Washington Southern Railway Company.	999,900 00	. . .	. . . . .
Total,	$121,237,292 04	. . .	$2,903,481 33

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks,	Over Susquehanna river, Rockville, Pa.	Northern Central railway.	$6,000 00	
	Between Octoraro Junction and Port Deposit, Md.	Philadelphia and Baltimore Central railway.	4,000 00	
	Between Pine Creek and Willow Grove, Pa.	Pittsburg and Western railroad.	10,000 00	
	Union station, Pittsburg,	Pittsburg, Ft. Wayne and Chicago railway.	1,875 00	
	Union station, Pittsburg,	Pittsburg, Cincinnati, Chicago and St. Louis railroad.	2,500 00	
	Camden,	West Jersey railroad,	2,500 00	
Total,				$26,875 00
Terminals,	Union station, Pittsburg,	Allegheny Valley Railroad Company.	$2,453 48	
	Union station, Pittsburg,	Pittsburg, Ft. Wayne and Chicago railway.	3,966 24	
	Union station, Pittsburg,	Pittsburg, Cincinnati, Chicago and St. Louis railway.	3,605 64	
	Union station, Pittsburg,	Cleveland and Pittsburg railroad.	1,442 88	
	Station, Harrisburg,	Northern Central railway,	2,074 68	
	Station, Harrisburg,	Cumberland Valley railroad.	2,074 68	
	Pier at New York,	Lehigh Valley railroad,	22,500 00	
	Pier at New York,	West Shore Railroad Company (11 months).	26,491 66	
	Pier at New York,	Baltimore and Ohio Railroad Company (1 month).	2,500 00	
	Station, Huntingdon,	Huntingdon and Broad Top Mountain railroad.	360 00	
	Station, Williamsport,	Northern Central railway,	774 84	
	Vine street, Philadelphia,	Camden and Atlantic railroad.	900 00	
	Station, Driftwood, Pa.,	Allegheny Valley railway,	540 00	
	Station, Emporium, Pa.,	Western New York and Pennsylvania railroad.	480 00	
Total,				$70,164 10
Grand total rentals received,				$97,039 10

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Delaware and Raritan canal,	$385,981 02	$370,446 75	$15,534 27
Empire Line,			22,922 99
Received from branch and other roads for interest on valuation of equipment furnished such roads,			380,371 67
Interest received on securities received with lease of United New Jersey Railroad and Canal Company's property,			251,059 50
Rents of properties, United Railroad of New Jersey and Philadelphia and Trenton railroad,			262,284 44
Interest on loans and on general accounts,			175,724 68
Total,			$1,107,897 55

OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	$1,237,916 36	$2,693,476 47	$3,931,392 83
Renewals of rails	235,755 70	510,886 18	746,641 88
Renewals of ties	251,919 37	526,650 85	778,570 22
Repairs of bridges and culverts	431,425 70	919,268 38	1,350,694 08
Repairs of fences, road-crossings, signs and cattle guards	205,666 52	414,011 63	619,678 15
Repairs of buildings	735,457 28	738,877 04	1,474,334 32
Repairs of docks and wharves	65,068 56	271,583 62	336,652 18
Repairs of telegraph	29,750 35	62,593 63	92,343 98
Other expenses	11,602 98	24,271 08	35,874 06
Taxes	55,388 98	112,003 02	167,392 00
Total	$3,259,951 80	$6,273,621 90	$9,533,573 70
Maintenance of equipment:			
Repairs and renewals of locomotives	$1,021,295 41	$2,149,251 59	$3,170,547 00
Repairs and renewals of passenger cars	1,022,437 33	. . . . .	1,022,437 33
Repairs and renewals of freight cars	. . . . .	4,209,198 32	4,209,198 32
Repairs and renewals of ferry-boats, tugs, floats and barges	151,480 20	179,722 07	331,202 27
Shop machinery, tools, etc.	73,456 01	186,433 37	259,889 38
Other expenses	245,044 16	550,683 70	795,727 86
Taxes	17,070 66	51,232 47	68,303 13
Total	$2,530,783 77	$7,326,521 52	$9,857,305 29
Conducting transportation:			
Wages of enginemen, firemen and roundhousemen	$956,992 07	$2,602,536 41	$3,559,528 48
Fuel for locomotives	1,151,375 20	2,844,276 86	3,995,652 06
Water supply for locomotives	95,783 09	205,010 98	300,794 07
All other supplies for locomotives	102,965 62	209,041 55	312,007 17
Wages of other trainmen	1,148,538 16	3,682,625 91	4,831,164 07
All other train supplies	301,544 89	145,658 95	447,203 84
Wages of switchmen, flagmen and watchmen	300,301 73	677,409 72	977,711 45
Expense of telegraph, including train dispatchers and operators	347,315 16	756,530 96	1,103,846 12
Wages of station agents, clerks and laborers	880,173 61	3,888,168 90	4,768,342 51
Station supplies	367,489 18	263,256 74	630,745 92
Car mileage—balance	234,190 01	1,215,616 63	1,449,806 64
Loss and damage	11,737 05	219,397 20	231,134 25
Injuries to persons	105,633 46	24,377 47	130,010 93
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies	207,125 21	479,535 41	686,660 62
Other expenses	289,627 91	408,672 83	698,300 74
Taxes	123,914 94	259,991 25	383,906 19
Total	$6,624,707 29	$17,882,107 77	$24,506,815 06
General expenses:			
Salaries of officers	$108,343 06	$251,864 33	$360,207 39
Salaries of clerks	307,314 52	653,494 74	960,809 26
General office expenses and supplies	24,011 22	66,631 22	90,642 44
Agencies, including salaries and rent	159,245 05	10,043 55	169,288 60
Advertising	197,911 83	61,333 40	259,245 23
Insurance	60,317 23	152,384 78	212,702 01
Expense of traffic associations	13,230 87	46,970 27	60,201 14
Expense of stock-yards and elevators	. . . . .	36,073 67	36,073 67
Rentals not otherwise provided for	4,342 88	75,333 08	79,675 96
Legal expenses	29,353 79	53,328 56	82,682 35
Stationery and printing	203,938 70	423,892 09	627,830 79
Other general expenses	21,221 85	57,703 51	78,925 36
Taxes	2,481 10	6,906 72	9,387 82
Rents for tracks, yards and terminals (page 299, B)	5,587 00	16,733 00	22,320 00
Total	$1,137,299 10	$1,912,692 92	$3,049,992 02
Recapitulation of expenses:			
Maintenance of way and structures	$3,259,951 80	$6,273,621 90	$9,533,573 70
Maintenance of equipment	2,530,783 77	7,326,521 52	9,857,305 29
Conducting transportation	6,624,707 29	17,882,107 77	24,506,815 06
General expenses	1,137,299 10	1,912,692 92	3,049,992 02
Grand total	$13,552,741 96	$33,394,944 11	$46,947,686 07

Percentage of operating expenses to earnings 68.78

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company	$28,000 00	$82,778 50	$11,527 08	$122,305 58
West Chester Railroad Company	3,750 00	8,250 00	1,104 23	13,104 23
Pennsylvania Schuylkill Valley Railroad Company			590,853 57	590,853 57
Columbia and Port Deposit Railway Company			203,365 81	203,365 81
Hanover and York Railroad Company			27,294 50	27,294 50
Littlestown Railroad Company			888 44	888 44
Mifflin and Centre County Railroad Company			34,630 11	34,630 11
Sunbury and Lewistown Railway Company			195,131 31	195,131 31
Bedford and Bridgeport Railway Company			108,190 46	108,190 46
Lewisburg and Tyrone Railroad Company			13,891 27	13,891 27
Bald Eagle Valley Railroad Company			242,037 69	242,037 69
Tyrone and Clearfield Railway Company	50,000 00	50,000 00	12,500 00	112,500 00
Tipton Railroad Company			4,902 89	4,902 89
Cambria and Clearfield Railroad Company			36,108 02	36,108 02
Western Pennsylvania Railroad Company			517,916 33	517,916 33
South West Pennsylvania Railway Company			475,165 82	475,165 82
Pittsburg, Virginia and Charleston Railway Co.			415,313 97	415,313 97
McKeesport and Bessemer Railroad Company			34,355 48	34,355 48
Philadelphia and Erie Railroad Company			1,658,223 12	1,658,223 12
Sunbury, Hazleton and Wilkesbarre Railway Co.			226,814 05	226,814 05
North and West Branch Railway Company			334,096 00	334,096 00
Nescopec Railroad Company			1,121 22	1,121 22
Susquehanna and Clearfield Railroad Company			5,043 82	5,043 82
Ridgway and Clearfield Railroad Company			114,557 92	114,557 92
Johnsonburg Railroad Company			23,987 36	23,987 36
United New Jersey Railroad and Canal Company	1,036,557 20	2,124,040 00	818,374 92	3,978,972 12
Perth Amboy and Woodbridge Railroad Company			72,279 12	72,279 12
Rocky Hill Railroad and Transportation Company		1,122 00	100 00	1,222 00
Belvidere Delaware Railroad Company			357,224 28	357,224 28
Philadelphia, Germantown and Chestnut Hill Railroad Company			85,873 63	85,873 63
Freehold and Jamesburg Agricultural Railroad Co.			51,836 12	51,836 12
Camden and Burlington County Railroad Co.	21,000 00	22,915 50	500 00	44,415 50
Vincentown Branch		900 00		900 00
Mt. Holly, Lumberton and Medford Railroad Co.	5,250 00	5,739 00	200 00	11,189 00
River Front Railroad Company	9,720 00	10,800 00	2,480 00	23,000 00
Philadelphia and Trenton Railroad Company		49,410 00	4,765 50	54,175 50
Connecting Railway Company	59,460 00	76,698 00	17,286 06	153,444 06
Kensington and Tacony Railroad Company			30 00	30 00
Trenton Delaware Bridge Company	24,500 00		3,500 00	28,000 00
Total rentals—A.	$1,238,237 20	$2,432,653 00	$6,703,470 10	$10,374,360 30

RENTALS PAID—*Continued.*

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks,	Washington avenue, Philadelphia.	Philadelphia, Wilmington and Baltimore Railroad Co.	$4,800 00	
	Cumberland, Md.,	West Virginia, Central and Pittsburg Railroad Co.	250 00	
	Pittsburg,	Pittsburg, Cincinnati, Chicago and St. Louis Railway Co.	3,600 00	
	Port Deposit to Perryville,	Philadelphia, Wilmington and Baltimore Railroad Co.	13,000 00	
	Falls Creek, Pa.,	Allegheny Valley railway,	120 00	
	York, Pa.,	Northern Central railway,	250 00	
Total,				$22,020 00
Terminals,	Station, Falls Creek, Pa.,	Allegheny Valley Railway Co.,	$180 00	
	Station, Clermont, Pa.,	Western New York and Pennsylvania Railroad Company.	60 00	
	Turn-table, Clermont,	Western New York and Pennsylvania Railroad Company.	60 00	
	Philadelphia.	Philadelphia, Wilmington and Baltimore Railroad Co.	10,000 00	
	West Chester, Pa.,	Philadelphia, Wilmington and Baltimore Railroad Co.	459 00	
	Cumberland, Pa.,	West Virginia, Central and Pittsburg Railroad Co.	1,000 00	
	New York, N. Y.,	West Shore Railroad Co.,	2,500 00	
	Corry, Pa.,	New York, Lake Erie and Western Railroad Company.	300 00	
	Erie, Pa.,	Lake Shore and Michigan Southern Railway Company.	2,000 00	
	York, Pa.,	Northern Central Railway Co.,	120 00	
	Landenberg,	Baltimore and Ohio Railroad Company.	120 00	
Total,				16,799 00
Total rentals—B.				*$38,819 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$66,476,527 53	Capital stock,	$126,774,050 00
Cost of equipment,	32,598,499 72	Funded debt,	77,077,126 59
Bonds of other companies owned,	29,887,465 68	Current liabilities,	22,966,553 79
Stocks of other companies owned,	76,068,173 21	Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad guaranteed stock and bonds,	1,882,550 00
Other permanent investments,	120,208 28	Equipment of United New Jersey Railroad and Canal Company,	853,626 37
Girard Life Insurance, Annuity and Trust Company, trustee, special equipment account of equipment trust, gold loan,	3,085,360 44	Securities of United New Jersey Railroad and Canal Company,	3,733,444 60
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, cost as represented by guaranteed stock and bonds,	1,882,550 00	Fund for purchase of securities guaranteed by Pennsylvania Railroad Company, created October 9, 1878,	4,257,815 40
United New Jersey Railroad and Canal Company equipment,	853,626 37	Sinking fund, Pennsylvania Railroad Company's consolidated mortgage bonds,	4,040,680 00
United New Jersey Railroad and Canal Company securities,	3,733,444 60	Profit and loss,	26,723,165 48
Managers of trust created October 9, 1878,	4,257,815 40		
Cash and current assets,	38,050,282 11		
Other assets:			
Sinking fund,	2,268,700 00		
Sundries,	3,598,765 91		
Materials and supplies,	5,427,592 78		
Total,	$268,309,012 03	Total,	$268,309,012 03

* Charged to operating expenses, page 297, $22,320.00; balance charged to other accounts.

IMPORTANT CHANGES DURING THE YEAR.

			Miles.
Owned lines:			
Harrisburg to Pittsburg, account change of line,		Increase,	.04
Trenton Cut-off, extended from Glen Loch, Pa., to Earnest, Pa.,		do.	14.61
Martin's Branch extended,		do.	.49
Brush Creek branch opened,		do.	.54
Turtle Creek branch opened,		do.	2.02
New Portage railroad branch opened,		do.	.82
Tearing Run branch opened,		do.	.96
Total,		do.	19.48
Operated lines:			
Tyrone and Clearfield railway extended,		do.	7.81
Kensington and Tacony railroad extended,		do.	1.49
South West Pennsylvania railway extended,		do.	1.17
Western Pennsylvania railroad extended,		do.	1.16
New York Bay railroad extended,		do.	1.14
South Fork railroad opened,		do.	8.12
Turtle Creek Valley railroad opened,		do.	6.37
McKeesport and Bessemer railroad opened,		do.	1.47
Cambria and Clearfield railroad by consolidation of Ebensburg and Cresson railroad, 11 miles and extension of 20.77 miles,		do.	31.77
Total,		do.	60.50
Belvidere Delaware railroad by change of line, decrease,	.12		
Philadelphia and Long Branch railroad by change of line, decrease,	.02		
Ebensburg and Cresson railroad (see below),	11.00		
			11.14
Total increase,			68.84

Agreements made with South Fork railroad, Turtle Creek Valley railroad and McKeesport and Bessemer railroad for operation of such roads. Rental, net earnings.

Ebensburg and Cresson railroad, sold under foreclosure of mortgage, re-organized as Cresson Railroad Company. Cresson Railroad Company merged into Cambria and Clearfield Railroad Company.

$3,189,300.00 stock issued in conversion of scrip issued for dividends of May, 1891.

$6,000.00 Philadelphia, Wilmington and Baltimore railroad stock trust certificates.

$114,000.00 equipment trust bonds and $40,000.00 mortgages paid off.

CONTRACTS. AGREEMENTS. ETC.

Express business done by Adams Express Company under contract.

United States mails carried under regulations of United States Government.

Sleeping, parlor and dining cars furnished by Pullman's Palace Car Company.

Agreement with International Navigation Company, dated October 10, 1884, and January 13, 1886.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the West Virginia, Central and Pittsburg railway, Piedmont and Cumberland railway, and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, in Maryland, and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between West Virginia, Central and Pittsburg railway, Piedmont and Cumberland railway, Pennsylvania railroad, in Maryland, Huntingdon and Broad Top Mountain railroad, and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, Martin's Creek railway of Pennsylvania, Martin's Creek railway of New Jersey, and the Bangor and Portland Railway Company, dated April 15, 1885.

Agreement with Western Union Telegraph Company, September 20, 1881.

SECURITY FOR FUNDED DEBT.

General mortgage, executed July 1, 1867, to Wistar Morris and Josiah Bacon in trust, from Pittsburg to Harrisburg, 248.26 miles; leasehold interest in Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, connecting at Harrisburg and extending to Dillerville and Columbia, in Pennsylvania, 53.90 miles; from last-named point to Philadelphia, 81.15 miles; branches, 130.28 miles; equipment and property of all kinds, excepting the following which appear fully described in the mortgage:

1st. The Steubenville extension in the city of Pittsburg.

2d. Two certain lots or pieces of ground in the city of Pittsburg.

3d. Certain real estate in the Twenty-fourth ward of the city of Philadelphia.

Consolidated mortgage, executed July 1, 1873, to Wistar Morris, Josiah Bacon and Edmund Smith in trust, covering same property as described in the general mortgage with the addition of following items: Leasehold interest in the United Railroad and Canal Company of New Jersey, the Philadelphia and Trenton Railroad Company, the Connecting Railway Company, the Philadelphia and Erie Railroad Company, the Harsimus Cove property, being real estate situated in Jersey City and Hoboken, N. J. Certain securities covered by this mortgage and charged at a valuation of $54,417,931.16.

Navy Yard mortgage, covering real estate situated in Philadelphia, on the river Delaware. Mortgage executed January 1, 1876, to the Fidelity Insurance, Trust and Safe Deposit Company in trust.

Philadelphia, Wilmington and Baltimore Railroad Company stock trust certificates issued by the Pennsylvania Company for Insurance on Lives and Granting Annuities, secured by deposit of 170,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company, at the par value of $50.00 per share, and by contract of the Pennsylvania Railroad Company, made July 1, 1881.

Collateral trust loan, secured by deed of trust, dated June 1, 1883, to the Provident Life and Trust Company in trust, with securities deposited with the trustee, for the redemption of the loan, amounting to the par value of $13,600,000.00.

Equipment trust gold coupon bonds. Lien upon 6,000 cars purchased with proceeds of sale of bonds, and upon other cars that may be purchased under terms of sinking fund. Cars held by the Girard Life Insurance, Annuity and Trust Company of Philadelphia as trustee.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	248	$743,197 80	$8 19
General office clerks	1,551	1,391,444 55	2 45
Station agents,	844	531,389 29	1 72
Other station men.	6,898	3,735,307 32	1 73
Enginemen,	2,013	2,253,013 67	3 58
Firemen,	2,108	1,237,327 34	1 88
Conductors,	1,560	1,533,661 79	3 14
Other trainmen,	5,691	3,133,130 55	1 76
Machinists,	2,798	2,154,300 07	2 46
Carpenters,	3,300	2,067,266 14	2 00
Other shopmen,	5,461	2,837,777 54	1 66
Section foremen,	960	626,852 12	1 78
Other trackmen,	10,000	3,632,548 55	1 16
Switchmen, flagmen and watchmen.	2,490	1,223,369 49	1 57
Telegraph operators and dispatchers.	1,627	1,069,111 70	2 10
Employes—account floating equipment,	588	410,553 70	2 23
All other employes and laborers.	6,390	3,048,191 68	1 52
Total, including general officers,	54,527	$31,628,443 30	$1 83
Less general officers,	248	743,197 80	8 19
Total, excluding general officers,	54,279	$30,885,245 50	$1 80
Distribution of above (estimated):			
General administration,	1,870	$2,176,047 99	$3 18
Maintenance of way and structures,	13,988	5,792,050 85	1 31
Maintenance of equipment,	14,042	8,166,455 95	1 86
Conducting transportation,	24,627	15,493,888 51	2 00
Total.	54,527	$31,628,443 30	$1 83
Employes in Pennsylvania:			
Total number of employes in Pennsylvania: Impossible to determine, as employes are not confined to one state.			

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMN FOR REVENUE AND RATES. Dollars.	Cts.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue,	45,288,627			
Number of passengers carried one mile,	808,451,856			
Average distance carried,	17.8 miles.			
Total passenger revenue,		$16,391,506	84	
Average amount received from each passenger,			36	193
Average receipts per passenger per mile,			02	028
Estimated cost of carrying each passenger one mile,			01	607
Passenger earnings per mile of road,		7,697	46	
Passenger earnings per train mile,		1	25	
Freight traffic:				
Number of tons carried of freight earning revenue,	69,195,328			
Number of tons carried one mile,	7,362,618,999			
Average distance haul of one ton,	106			
Total freight revenue,		47,619,280	40	
Average amount received for each ton of freight,			68	819
Average receipts per ton per mile,				647
Estimated cost of carrying one ton one mile,				454
Freight earnings per mile of road,		18,667	05	
Freight earnings per train mile,		2	08	
Passenger and freight:				
Passenger and freight revenue,		64,650,229	54	
Passenger and freight revenue per mile of road,		25,343	29	
Expense per mile of road,		18,403	78	
Total earnings per mile of road, including mails, express, etc.,		26,758	70	
Number of passenger trains,	429,902			
Number of freight trains,	517,216			
Number of mixed trains,	27,933			
Train mileage:				
Miles run by passenger trains,	15,179,245			
Miles run by freight trains,	22,860,721			
Total mileage of trains earning revenue,	38,039,966			
Miles run by switching trains,	11,627,371			
Miles run by construction and other trains,	1,580,448			
Grand total train mileage,	51,247,785			
Average number of freight cars in train,	30.017			
Average number of loaded cars in train,	19,260			
Average number of empty cars in train,	10,757			
Average number of tons of freight in train,	319,061			
Average number of tons of freight in each loaded car,	16,566			

ITEM.	P. R. R. Div.	U. R. R. N. J. Division.	P. & E. R. R. Div.
Average speed adopted by ordinary passenger trains (miles per hour),	38	30	25
Average speed adopted by ordinary express trains (miles per hour),	38	40	
Average speed adopted by ordinary freight trains (miles per hour),	15	18	12

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:	*Whole tons.*	*Whole tons.*		
Grain	148,874	1,729,430	1,878,304	3.43
Flour	118,593	474,731	593,324	1.08
Other mill products	58,759	230,873	289,632	.53
Hay	65,925	127,443	193,368	.35
Tobacco	25,919	28,415	54,334	.10
Cotton	6,116	106,793	112,909	.21
Fruit and vegetables	121,867	339,251	461,118	.84
Other articles	87,770	135,192	222,962	.41
Products of animals:				
Live stock	216,003	301,624	517,627	.93
Dressed meats	10,155	92,429	102,584	.19
Other packing-house products	14,012	78,179	92,191	.17
Poultry, game and fish	13,508	34,844	48,352	.09
Wool	7,951	14,963	22,914	.04
Hides and leather	62,406	70,477	132,883	.24
Other articles	296,910	179,067	475,977	.87
Products of mines:				
Anthracite coal	2,022,629	6,730,007	8,752,636	15.98
Bituminous coal	9,722,185	5,948,091	15,670,276	28.61
Coke	5,445,975	402,936	5,848,911	10.68
Ores	918,495	1,216,389	2,134,884	3.90
Stone, sand and other like articles	2,753,827	486,454	3,240,281	5.92
Other articles	45,551	72,197	117,748	.21
Products of forest:				
Lumber	1,134,036	1,424,973	2,559,009	4.67
Other articles	231,404	132,328	363,732	.66
Manufactures:				
Petroleum and other oils	137,909	626,328	764,237	1.40
Sugar	250,842	51,000	301,842	.55
Naval stores	1,636	5,184	6,820	.01
Iron, pig and bloom	1,195,358	872,408	2,067,766	3.78
Iron and steel rails	393,885	53,452	447,337	.82
Other castings and machinery	1,142,063	570,810	1,712,873	3.13
Bar and sheet metal	343,560	395,308	738,868	1.35
Cement, brick and lime	510,861	308,576	819,437	1.50
Agricultural implements	7,026	13,424	20,450	.04
Wagons, carriages, tools, etc	14,136	9,922	24,058	.04
Wines, liquors and beers	123,946	60,242	184,188	.34
Household goods and furniture	34,910	32,227	67,137	.12
Other articles	1,529,054	1,542,112	3,071,166	5.67
Merchandise	109,051	143,551	252,602	.46
Miscellaneous: Other commodities not mentioned above	232,530	172,115	404,645	.74
Total tonnage	29,555,637	25,213,745	54,769,382	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger,	11	428	428	Westinghouse.		
Freight,	37	1,025	1,025	do.		
Switching,	8	192	192	do.		
Total,	56	1,645	1,645			
Cars in passenger service:						
First-class passenger cars,	65	980	980	Westinghouse,	980	Janney.
Second-class passenger cars,	....	64	64	do.	64	do.
Combination passenger cars,	9	169	169	do.	169	do.
Emigrant cars,	....	70	70	do.	70	do.
Dining cars,	2	8	8	do.	8	do.
Parlor cars,	....	15	15	do.	15	do.
Baggage, express and postal cars,	11	271	271	do.	271	do.
Total,	87	1,577	1,577		1,577	do.
Cars in freight service:						
Box cars,	2,334	9,417	4,165	Westinghouse,	4,227	do.
Flat cars,	....	13	....		8	do.
Stock cars,	644	2,929	1,472	do.	1,502	do.
Coal cars,	1,021	19,116	1,480	do.	269	do.
Tank cars,	....	1,095	....			
Refrigerator cars,	....	52	17	do.	16	do.
*Total,	3,999	32,622	7,134		6,022	do.
Cars in company's service:						
Gravel cars,	107	1,120	447	Westinghouse.		
Derrick cars,	1	67	7	do.		
Caboose cars,	21	765	1	do.	1	do.
Other road cars,	35	1,714	40	do.	9	do.
Total,	164	3,666	495		10	do.
Cars contributed to fast freight line service:						
Box cars—100 Southern Fast Freight, 3,373 Empire Line,	....	3,473	318	Westinghouse,	323	do.
Refrigerator cars, 150 Union Line,	....	150	150	do.	150	do.
Rack cars, 33 Empire Line,	....	33				
Total owned,	4,250	41,521	9,674		8,082	do.
Cars leased,	4,001	†6,151	5,306	Westinghouse,	5,314	do.
	....	‡15,126	1,237	do.	1,915	do.
	....	§550	147	do.	147	do.
Grand total,	7,233	63,348	16,364		15,458	do.

*1,070 coal cars purchased from car trust during the year and added to cars owned; 500 stock cars purchased from car trust during the year and added to cars owned.
†600 cars are in Empire Line fast freight service, 2,500 in Union Line fast freight service.
‡552 coal cars leased from car trust during the year.
§50 cars are in Empire Line fast freight service, 500 in Union Line fast freight service.

MILEAGE.

MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract, or otherwise.	Total mileage operated.	Total mileage operated in Penna.	New line constructed during year.	RAILS.		AVERAGE WEIGHT OF RAIL PER YARD.	
							Iron.	Steel.	Iron.	Steel.
Miles of single track,	329.69	180.02	2,041.27	*2,550.98	2,104.55	68.84	147.89	2.403.09	40 to 60 lbs.	50 to 88 lbs.
Miles of second track,	329.69	35.29	340.08	705.06	607.75	20.65	.32	704.74		
Miles of third track.	182.08	3.62	106.20	291.90	236.68	8.57	.21	291.69		
Miles of fourth track,	74.43	. . . . .	98.44	172.87	117.09	2.48	. . . . .	172.87		
Miles of yard track. sidings and spurs.	419.47	125.19	992.33	1,536.99	1,195.89	137.64	344.02	1,192.97		
Total mileage operated (all tracks),	1,335.36	344.12	3,578.32	5,257.80	4,261.96	238.18	492.44	4,765.36		

* Hudson river ferries not included here.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
		Pounds.				*Cents.*
Steel,	417	60	$30 10	White oak, No. 1,	94,149	70
do.	243	70	30 10	do. do.	335	65
do.	23,393	85	30 10	do. do.	61,235	60
do.	125	88	30 10	do. do.	106,674	55
				do. do.	3,863	53
				White oak, No. 2.	73,656	55
				do. do.	18,215	40
				do. do.	56,957	35
				do. do.	3,551	30
Total steel,	24,178	60 to 88	$30 10	Total.	418,635	30 to 70

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	20	959	1	58	1	20	22	1,028
Falling from trains and engines,	21	159	. . . .	12	1	13	22	184
Overhead obstructions,	2	45	. . . .	. . . .	1	. . . .	3	45
Collisions,	7	181	. . . .	2	1	33	8	216
Derailments,	5	37	. . . .	1	1	. . . .	6	38
Other train accidents,	6	49	. . . .	1	. . . .	. . . .	6	50
At highway crossings,	. . . .	1	1	4	. . . .	5	1	10
At stations,	. . . .	12	. . . .	. . . .	4	78	4	90
Other causes,	28	749	12	32	36	619	76	1,400
Total,	89	2,183	14	110	45	768	148	3,061

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	13	71	1	6	3	4	4	10
Derailments,	. . . .	2	. . . .	. . . .	. . . .	1	. . . .	1
Other train accidents,	. . . .	3	. . . .	. . . .	. . . .	3	. . . .	3
At highway crossings,	. . . .	. . . .	1	14	16	93	17	107
At stations,	. . . .	192	. . . .	1	2	2	2	3
Other causes.	5	106	321	385	10	51	331	436
Total,	18	374	323	406	31	154	354	560

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	194	194
Number iron,	160	160
Number wooden,	40	40
Trestles:		
Number,	23	23
Aggregate length (feet),	2,633	2,633
Tunnels:		
Number	8	8
Maximum length (feet),	3,593	3,593
Minimum length (feet),	284	284
Aggregate length of all tunnels (feet).	8,956	8,956
Telegraph:		
Miles of line owned by this company,	480.23	480.23
Miles of wire owned by this company,	3,918.35	3,918.35
Miles of line operated by this company,	497.86	497.86
Miles of wire operated by this company,	3,945.25	3,945.25

Gauge of track, ... 4 ft. 9 in.

PENNSYLVANIA COMPANY.

Date of organization: April 1, 1871.

By what authority incorporated: Chartered by the Legislature of Pennsylvania, April 7, 1870, and amendments thereto dated February 18, 1871, and April 10, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. B. Roberts,	Philadelphia,	June 6, 1893.
James McCrea,	Pittsburg,	do.
J. T. Brooks,	Pittsburg,	do.
Thomas D. Messler,	Pittsburg,	do.
John E. Davidson,	Pittsburg,	do.
Henry H. Houston,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
N. P. Shortridge,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: June 7, 1892.

Postoffice address of general office: Corner Penn avenue and Tenth street, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburg.
Second Vice President,	J. T. Brooks,	Pittsburg.
Third Vice President,	Thomas D. Messler,	Pittsburg.
Fourth Vice President,	John E. Davidson,	Pittsburg.
Secretary,	S. B. Leggett,	Pittsburg.
Treasurer,	T. H. B. McKnight,	Pittsburg.
Assistant Treasurer,	J. P. Henderson,	Pittsburg.
Consulting Engineer,	Fellcian Slataper,	Pittsburg.
Chief Engineer,	Thomas Rodd,	Pittsburg.
General Counsel,	J. T. Brooks,	Pittsburg.
Assistant Counsel,	J. J. Brooks,	Pittsburg.
Comptroller,	John W. Renner.	Pittsburg.
Assistant Comptroller,	A McElevey,	Pittsburg.
Auditor of Freight Receipts.	John M. Lyon,	Pittsburg.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburg.
Auditor of Disbursements,	James Instan,	Pittsburg.
General Manager,	Joseph Wood,	Pittsburg.

PROPERTY OPERATED.*

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
South Chicago and Southern railroad,	Colehour Junc., Ill.,	P., C., C. & St. Louis Railway Junc., Ill.	9.32	. . . . .
Hammond branch,	Hegewisch, Ill.,	Indiana State Line,	.93	. . . . .
State Line and Indiana City railway,	Illinois State Line,	East Chicago, Ind.,	3.36	. . . . .
Pittsburg, Ft. Wayne and Chicago railway,	Pittsburg,	Chicago, Ill.,	468.32	48.74
Cummings branch,	South Chicago, Ill.,	Cummings, Ill.,	1.57	. . . . .
Massillon and Cleveland railroad,	Massillon, Ohio,	Chippewa, O.,	12.23	. . . . .
Newcastle and Beaver Valley railroad,	Homewood, Pa.,	Newcastle, Pa.,	14.98	14.98
Erie and Pittsburg railroad,	Newcastle, Pa.	Girard Junction, Pa.,	81	81
Dock branch at Erie, Pa.,	Junc. with main line,	State street,	3.47	3.47
Cleveland and Pittsburg railroad,	Rochester, Pa.,	Cleveland, O.,	123.80	14.93
River division,	Yellow Creek, O.,	Bellaire, O.,	43.44	. . . . .
Tuscarawas branch,	Bayard, O.,	New Philadelphia, O.,	31.10	. . . . .
Indianapolis and Vincennes railroad,	Indianapolis, Ind.,	Vincennes, Ind.,	116.92	. . . . .
Bushrod branch,	Bushrod, Ind.,	Duggersville, Ind.,	11.88	. . . . .
Gosport branch,	Gosport, Ind.,	Stinesville, Ind.,	4.29	. . . . .
Union railway,	Indianapolis, Ind.,		.12	. . . . .
Pittsburg, Youngstown and Ashtabula railroad,	Kenwood, Pa.	Ashtabula Harbor, O.,	99.00	27.78
Canfield branch,	Junc. near Hazelton,	Youngstown Tube Works.	1.29	. . . . .
Alliance branch,	Niles, O.,	Alliance Junction, O.,	24.90	. . . . .
Toledo, Walhonding Valley and Ohio railroad,	Toledo Junction, O.,	Toledo, O.,	79.98	. . . . .
Lake Shore and Michigan Southern railway,	Girard Junction, Pa.,	Erie, Pa.,	16.74	16.74
Total mileage operated,			1,148.64	207.64

*This company has filed with the Secretary of Internal Affairs, separate operating reports for each road operated by it in the State of Pennsylvania.

BONDS OWNED.

NAME.	Total amount held.	Income or interest received.
Calumet River Railway Company,	$65,000 00	
Cincinnati Street Connection railway, L. M. R. R.,	225,000 00	$13,500 00
Continental Improvement Company,	71,000 00	
Grand Rapids and Indiana Railroad Company, five per cent.,	122,000 00	6,100 00
Grand Rapids and Indiana Railroad Company, first mortgage extended,	68,000 00	1,530 00
Newport and Cincinnati Bridge Company,	1,100,000 00	*115,500 00
Ohio Connecting Railway Company,	660,000 00	46,500 00
Pittsburg, Cincinnati and St. Louis Railway Company, first mortgage,	39,000 00	2,730 00
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, consolidated mortgage.	9,393,000 00	238,357 50
Pittsburg, Wheeling and Kentucky Railroad Company,	110,500 00	6,697 83
South Chicago and Southern Railroad Company,	127,000 00	
Toledo, Ann Arbor and Grand Trunk Railway Company,	18,000 00	1,080 00
Union Depot Company, Columbus, Ohio,	167,000 00	11,798 70
Union Bridge Company, Toledo, Ohio,	54,000 00	
Cleveland and Pittsburg Railroad Company, C. and E. mortgage,†		5,705 00
Cleveland and Pittsburg Railroad Company, general mortgage,†		781 25
Chicago, St. Louis and Pittsburg Railroad Company,†		304,500 00
Erie and Pittsburg Railroad Company, general mortgage,†		2,461 90
United States, four and one-half per cent. bonds,†		2,274 73
Total par value,	$12,219,500 00	
Total value as carried on company's books.	$9,784,849 70	$759,516 91

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Allegan and South Eastern Railroad Company,	$62,075 00	
Cincinnati and Muskingum Valley Railway Company,	2,430,900 00	
Cincinnati and Springfield Railroad Company,	60,000 00	
Cincinnati, Richmond and Fort Wayne Railroad Company,	1,256,900 00	
Chicago, St. Louis and Pittsburg Railroad Company,	421,800 00	
Chicago Union Transfer Railway Company, common,	40,000 00	
Chicago Union Transfer Railway Company, preferred,	40,000 00	
Continental Improvement Company,	1,562 50	
Calumet River Railway Company,	65,500 00	
East St. Louis and Carondelet railway,	303,100 00	
Erie and Pittsburg Railroad Company,	200 00	
Fairport and Youngstown Railroad Company,	25,200 00	
Granite Improvement Company,	70,000 00	
Holliday's Cove Railroad Company,	300,000 00	
Indianapolis and Vincennes Railroad Company,	1,401,900 00	
Illinois Steel Company,	11,700 00	
Lake Erie and Louisville Railroad Company,	908,200 00	
Maysville and Lexington Railroad Company,	350,000 00	
Newport and Cincinnati Bridge Company, preferred,	801,700 00	$16,034 00
Newport and Cincinnati Bridge Company, common,	1,013,400 00	
Ohio Connecting Railway Company,	660,000 00	33,000 00
Pittsburg, Ohio Valley and Cincinnati Railroad Company,	185,000 00	
Pittsburg, Wheeling and Kentucky Railroad Company,	254,300 00	15,258 00
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, preferred.	15,354,830 37	574,192 00
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, common.	12,342,000 00	
Pittsburg, Ft. Wayne and Chicago Railway Co., guaranteed special,	7,543,176 53	553,834 75
Pittsburg, Youngstown and Ashtabula Railroad Company, preferred,	1,550,000 00	108,500 00
Pittsburg, Youngstown and Ashtabula Railroad Company, common,	375,000 00	22,500 00
Rochester, Beaver Falls and Western Railway Company,	75,000 00	
Sharpsville Railroad Company,	170,100 00	
State Line and Indiana City Railway Company,	57,000 00	
St. Louis National Stock Yards,	40,000 00	2,600 00
St. Louis, Vandalia and Terre Haute Railroad Company,	1,350,000 00	
St. Louis, Vandalia and Terre Haute Railroad Co., first preferred,	381,700 00	106,876 00
South Chicago and Southern Railroad Company,	127,000 00	
Southwestern Car Company,	25,000 00	
Toledo, Walhonding Valley and Ohio Railroad Company,	580,000 00	
Union Bridge Company, Toledo, Ohio,	6,000 00	
Total par value,	$50,640,244 40	
Total value as carried on company's books,	$21,589,348 70	$1,432,794 75

* Includes interest due July 1, 1892, paid in June, 1892.

† Disposed of prior to June 30, 1892.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of real estate,	$1,780,367 15	Capital stock,	$21,000,000 00
Cost of equipment,	5,130,293 69	Funded debt,	26,345,444 00
Bonds of other companies owned,	9,784,849 70	Current liabilities,	4,184,651 73
Stocks of other companies owned,	21,589,348 70	Accrued obligations on car trust equipment not yet payable,	33,148 85
Other permanent investments,	3,880,372 77	Due lessor companies for supplies,	831,831 58
Betterments to leased roads,	1,369,629 06	Profit and loss,	4,670,076 32
Car trust equipment,	3,145,444 00		
Cash and current assets,	7,466,631 80		
Other assets:			
Sinking fund,	2,467,000 00		
Sundries,	451,215 61		
Total,	$57,065,152 48	Total,	$57,065,152 48

IMPORTANT CHANGES DURING THE YEAR.

During the year this company issued 20,000 shares of its capital stock at par $1,000,000.00.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this company for the payment of its funded debt? Sinking fund four and one-half per cent. first mortgage bonds.

The contributions to this fund are one per cent. per annum on outstanding bonds and interest on such bonds as shall have been before purchased with same fund.

Sinking fund six per cent. registered bonds. The contribution to this fund is the remainder of $280,000.00 (being dividend of seven per cent. on $4,000,000.00, Pittsburg, Ft. Wayne and Chicago Railway Company betterment stock), after paying the quarterly interest on outstanding bonds.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Date of organization: May 15, 1858; name changed March 20, 1865.

By what authority incorporated: Laws of State of Pennsylvania, April 21, 1858, April 12, 1859, March 29, 1860, March 20, 1865, May 1, 1861, April 10, 1863, April 11, 1866, April 6, 1869, April 2, 1870, May 9, 1870, June 28, 1871, April 2, 1872.

Operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Charles Hartshorne,	Philadelphia,	Second Monday in January,	1893.
Robert H. Sayre,	South Bethlehem, Pa.,	do.	do.
William H. Sayre,	South Bethlehem, Pa.,	do.	do.
Robert Lockhart,	South Bethlehem, Pa.,	do.	do.
James I. Blakslee,	Mauch Chunk, Pa.,	do.	do.
Howard Elmer,	Waverly, N. Y.,	do.	do.
William Stevenson,	Sayre, Pa.,	do.	do.
John B. Garrett,	Philadelphia,	do.	do.
Robert A. Lamberton,	South Bethlehem, Pa.,	do.	do.
Albert Lewis,	Bear Creek, Pa.,	do.	do.
Warren A. Wilbur,	South Bethlehem, Pa.,	do.	do.
George H. Myers,	South Bethlehem, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur.	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia.
Second Vice President,	Robert H. Sayre,	Soutb Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia.
Secretary,	John R. Fanshaw,	Philadelphia.
Treasurer,	William C. Alderson,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania and New York, Canal and Railroad Company.	Wilkesbarre,	New York State line.	Philadelphia and Reading R. R. Co., lessee of Lehigh Valley R. R. Co.	96.68	96.68
Branch lines and connections.	Various,	Various,	Philadelphia and Reading R. R. Co., lessee of Lehigh Valley R. R. Co.	14.86	14.86
Total mileage,				111.54	111.54

Road is operated by the Philadelphia and Reading Railroad Company under terms of lease existing between the Lehigh Valley Railroad Company and the Philadelphia and Reading Railroad Company, dated February 11, 1892, for a term of 999 years, agreeing to pay for maintenance of way, etc., interest on bonds, all taxes and expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$8,124,390 65	Capital stock,	$1,061,700 00
Lands owned,	130,668 75	Funded debt,	10,000,000 00
Profit and loss,	2,887,960 25	Current liabilities,	81,319 65
Total,	$11,143,019 65	Total,	$11,143,019 65

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone (arches),	32	32
Number iron,	30	30
Tunnels:		
Number,	1	1
Maximum length (feet),	3,902	3,902
Minimum length,	3,902	3,902
Aggregate length of all tunnels,	3,902	3,902
Telegraph:		
Miles of line owned by this company,	147	147
Miles of wire owned by this company,	540	540
Miles of line operated by this company	147	147
Miles of wire operated by this company,	540	540

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Dispatch, Lehigh and Wabash Dispatch, Commercial Express.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

Date of organization: September 7, 1887.
By what authority incorporated: Act of April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Arthur E. Newbold,	Philadelphia,	September 5, 1892
William B. Scott,	do.	do.
William W. Gibbs,	do.	do.
Morris R. Bockius,	do.	do.
Alfred N. Chandler,	do.	do.
Henry H. Kingston,	do.	do.
Randall Morgan,	do.	do.

Date of last meeting of stockholders for election of directors: September 7, 1891.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	Henry H. Kingston,	Philadelphia.
President,	William W. Gibbs,	do.
Secretary,	Morris R. Bockius,	do.
Treasurer,	Joseph R. Sagee,	do.
Auditor,	E. J. Fallon,	do.
General Manager,	Henry H. Kingston,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From—	To—		
Pennsylvania, Poughkeepsie and Boston railroad.	Slatington, Pa.,	Bender's Junction, Pa.	14.28	14.28
Pennsylvania, Poughkeepsie and Boston railroad.	Pen Argyl, Pa.,	Hainesburg, N. J.,	12.27	9.76
Pennsylvania, Poughkeepsie and Boston railroad.	Swartswood, N. J.,	Liberty Corner, N. Y.	21.22	....
Pennsylvania, Poughkeepsie and Boston railroad.	Hower's Branch, Pa.,	Howerton, Pa.,	.80	.80
Campbell Hall Connecting railroad,	Liberty Corner, N. Y.,	Pine Island, N. Y.,	3.78	....
Lehigh and Lackawanna railroad,	Bender's Junction, Pa.,	Pen Argyl, Pa.,	8.18	8.18
New York, Susquehanna and Western railroad.	Hainesburg, N. J.,	Swartswood, N. J.,	18.47	....
New York, Lake Erie and Western railroad,	Pine Island, N. Y.,	Campbell Hall, N.Y.,	16.84	....
Total mileage operated,	.....	.....	95.84	33.02

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Campbell Hall Connecting Railroad Company, ...	$500,000 00	6 per cent.	$247,264 00

STOCKS OWNED.

Campbell Hall Connecting Railroad Company (valuation, $1.00), total par value, ... $120,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$3,850,452 26	Capital stock, ...	$2,000,000 00
Cost of equipment, ...	506,910 00	Funded debt, ...	2,083,560 20
Bonds of other companies owned, .	247,264 00	Current liabilities, ...	1,375,876 25
Stocks of other companies owned, .	1 00		
Cash and current assets, ...	49,572 99		
Profit and loss, ...	805,236 20		
Total, ...	$5,459,436 45	Total, ...	$5,459,436 45

IMPORTANT CHANGES DURING THE YEAR.

May 1, 1892, by agreement between Henry H. Kingston, receiver, and the Philadelphia and Reading Railroad Company, the latter company operates the Pennsylvania, Poughkeepsie and Boston railroad as agent for the receiver, paying all operating expenses and retaining all receipts.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Railroad company receives 40 per cent of gross receipts.

Pullman Palace Car Company—Railroad company pays two cents per mile run for use of cars.

Lehigh and Lackawannna railroad—Use of Lehigh and Lackawanna tracks by Pennsylvania, Poughkeepsie and Boston railroad between Bender's Junction and Pen Argyl, Pa.; Pennsylvania, Poughkeepsie and Boston railroad pays 42½ per cent. of gross receipts.

New York, Susqehanna and Western railroad—Use of New York, Susquehanna and Western tracks by Pennsylvania, Poughkeepsie and Boston railroad between Hainesburg and Swatrswood; Pennsylvania, Poughkeepsie and Boston railroad pays per train.

New York, Lake Erie and Western railroad—Use of New York, Lake Erie and Western tracks between Pine Island and Campbell Hall, N. Y., on wheelage basis.

Western Union Telegraph Company—Railroad company leases telegraph company's poles and wires for railroad telegraph facilities.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	8	$19,800 00	. . . . .
General office clerks,	10	5,760 00	$1 83
Station agents,	15	6,887 64	1 26
Other station men,	2	568 45	92
Enginemen,	14	15,555 63	3 10
Firemen,	14	8,077 82	1 60
Conductors,	12	8,048 50	2 18
Other trainmen,	24	16,610 44	1 40
Machinists,	6	4,243 50	2 24
Carpenters,	6	3,898 20	2 07
Other shopmen,	14	7,375 42	1 78
Section foremen,	8	4,463 27	1 53
Other trackmen,	45	15,302 77	1 12
Switchmen, flagmen and watchmen,	4	2,217 78	1 51
Telegraph operators and dispatchers,	10	4,608 11	1 43
All other employes and labors,	13	6,463 72	1 36
Total,	205	$129,881 25	$1 81
Distribution of above:			
General administration,	18	$25,560 00	$4 21
Maintenance of way and structures,	53	19,766 04	1 19
Maintenance of equipment,	26	15,517 12	1 95
Conducting transportation,	108	69,038 09	1 67
Total,	205	$129,881 25	$1 81
Employes in Pennsylvania:			
Total number of employes in Pensylvania,	70	$42,137 48	$1 92

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	14	10
Number wooden,	13	9
Trestles:		
Number,	55	1
Aggregate length (feet),	2,293	10
Telegraph:		
Miles of line operated by this company,	51.5	24.04
Miles of wire operated by this company,	51.5	24.04

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? The depot and station tracks of Lehigh Valley Railroad Company at Slatington.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization: June 1, 1883.

By what authority incorporated: General law, April 4, 1868.

If a consolidated company, name the constituent companies: Philadelphia, Norristown and Phœnixville Railroad Company, Phœnixville, Pottstown and Reading Railroad Company, Phœnixville and West Chester Railroad Company, were consolidated June 1, 1883, forming the Pennsylvania Schuylkill Valley Railroad Company. The Reading and Pottsville Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company October 29, 1885, under agreement dated October 7, 1885. The Pottsville and Mahanoy Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company November 29, 1886, under agreement dated November 8, 1886. All of these companies were organized under general law of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Bright,	Pottsville, Pa.,	May 9, 1893.
Henry Eppihimer,	Reading, Pa.,	do.
Heber S. Thompson,	Pottsville, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
W. H. Barnes,	Philadelphia,	do.
B. B Comegys,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania Schuylkill Valley railroad.	Philadelphia,	New Boston,	Pennsylvania Railroad Company.	101.30	101.30
Branches,				18.89	18.89
Total mileage,				120.19	120.19

Leased to the Pennsylvania Railroad Company for fifty years, from December 1, 1885. Rental : Net earnings.

STOCKS OWNED.

Philadelphia, Bala and Bryn Mawr Turnpike Company, total par value,	$3,750 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$14,368,443 60	Capital stock	$7,092,450 00
Stocks of other companies owned	124 16	Funded debt	7,000,000 00
Cash and current assets	151,223 64	Current liabilities	744,326 93
Profit and loss	317,702 20	Mortgages and ground rent payable	716 67
Total	$14,837,493 60	Total	$14,837,493 60

IMPORTANT CHANGES DURING THE YEAR.

Stock issued December 31, 1891,	$161,450 00
Bonds issued December 31, 1891,	200,000 00

EMPLOYES AND SALARIES.

General officers, 3 ; no compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	61	61
Number iron	76	76
Number wooden	12	12
Trestles:		
Number	23	23
Aggregate length (feet)	9,313	9,313
Tunnels:		
Number	2	2
Maximum length (feet)	815	815
Minimum length (feet)	748	748
Aggregate length of all tunnels (feet)	1,563	1,563
Telegraph:		
Miles of line owned by this company	118.7	118 7
Miles of wire owned by this company	279	279
Miles of line operated by Pennsylvania Railroad Company, lessee	118.7	118.7
Miles of wire operated by Pennsylvania Railroad Company, lessee	279	279

Gauge of track,	4 ft. 9 in.

PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 9, 1879.

By what authority incorporated: An act of assembly approved April 8, 1861, "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads."

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
S. R. Peale,	Lock Haven, Pa.,	Holding over since May, 1890.	
R. R. Peale,	Philadelphia,	do.	do.
F. E. Herriman,	Philadelphia,	do.	do.
C. F. Cox,	New York, N. Y.,	do.	do.
Allyn Cox,	New York, N. Y.,	do.	do.

Date of last meeting of stockholders for election of directors: May 1, 1889.

Postoffice address of general office: Grand Central Depot, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. R. Peale,	Lock Haven, Pa.
Secretary, Treasurer,	Allyn Cox,	New York, N. Y.

PROPERTY OPERATED.

This company has no railroad in operation and has done no work during the past year.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Total,	$100,000 00	Total,	$100,000 00

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: By merger approved by stockholders, December 27, 1889, to take effect January 1, 1890.

By what authority incorporated: General railroad laws as follows: P. L. 1861, p. 702 to 704, approved May 16, 1861; P. L. 1869, p. 24 to 25, approved April 10, 1869; P. L. 1889, p. 205, approved May 13, 1889.

If a consolidated company, name the constituent companies: Bell's Gap Railroad Company, act approved May 11, 1871, P. L. 1871, p. 737. Supplements: Act May 17, 1871, P. L. 1871, p. 886; act March 29, 1872, P. L. 1872, p. 700.

The Clearfield and Jefferson Railway Company: Articles of association filed in the office of the Secretary of the Commonwealth of Pennsylvania, on February 27, 1885. Date of consolidation December 27, 1889, to take effect January 1, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward J. Berwind,	Philadelphia,	February 15, 1893.
H. A. Berwind,	do.	do.
John H. Converse,	do.	do.
Aaron Fries,	do.	do.
Stephen Greene,	do.	do.
Samuel G. Lewis,	do.	do.
John Reilly,	do.	do.

Date of last meeting of stockholders for election of directors: February 17, 1892.
Postoffice address of general office: Room 257 Bullitt Building, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward J. Berwind,	Philadelphia.
Vice President,	Aaron Fries,	Philadelphia.
Secretary, Treasurer,	Frank S. Lewis,	Philadelphia.
Engineer, Maintenance of Way,	C. F. Moore,	Bellewood, Pa.
Counsel,	George H. Biddle,	Philadelphia.
Auditor,	C. K. Elder,	Bellewood, Pa.
General Manager,	Frank S. Lewis,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pennsylvania and Northwestern railroad,	Bellwood, Blair county, Pa.,	A point 3,165 feet west of Horatio, Jefferson county, Pa.	60.97
Stroud branch,	Near Hommer's station in Cambria county, Pa.	Coal mine of Max Frick,	1.45
South Witmer branch,	Irvona, Clearfield county, Pa.,	Coal mines No. 1 and No. 2, Philadelphia C. and C. Company,	2.55
Elk Run branch,	Punxsutawny, Jefferson county, Pa.,	West Eureka min No. 10, B. W. C. M. Company.	4.63
Eureka branch,	End of main track,	West Eureka mine No. 4, B. W. C. M. Company.	2.51
Total mileage operated			72.11

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,830,192 07	Capital stock,	$2,000,000 00
Cost of equipment,	255,204 10	Funded debt,	2,000,000 00
Cash and current assets,	84,485 95	Sundries,	28,747 60
Sundries,	575 79	Profit and loss,	141,710 31
Total,	$4,170,457 91	Total,	$4,170,457 91

IMPORTANT CHANGES DURING THE YEAR.

The line between Lloydsville and Irvona (16.40) miles was straightened, involving a shortening of the distance, and the grades were improved. This part of the line was also second tracked.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$13,300 00	. . . . .
General office clerks,	15	11,089 09	$2 36
Station agents,	12	6,473 20	1 72
Other station men,	6	2,185 72	1 16
Enginemen,	42	42,604 86	3 24
Firemen,	44	23,585 65	1 71
Conductors,	19	14,975 47	2 52
Other trainmen,	78	44,262 35	1 81
Machinists,	25	17,202 86	2 20
Carpenters,	18	9,727 71	1 73
Other shopmen,	36	17,272 34	1 53
Section foremen,	27	14,917 46	1 77
Other trackmen	315	108,538 40	1 10
Switchmen, flagmen and watchmen,	10	3,187 54	1 02
Telegraph operators and dispatchers,	20	12,314 74	1 97
All other employes and laborers,	129	52,995 56	1 31
Total,	797	381,632 95	1 56
Distribution of above:			
General officers,	4	$13,300 00	. . . . .
General administration,	15	11,089 09	. . . . .
Maintenance of way and structures,	368	138,597 03	$1 20
Maintenance of equipment,	249	142,413 91	1 83
Conducting transportation,	164	89,532 92	1 74
Total,	797	$381,632 95	$1 56

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	16
Number wooden,	6
Trestles:	
Number,	3
Aggregate length (feet),	1,415
Telegraph:	
Miles of line owned by this company,	60.74
Miles of wire owned by this company,	121.48
Gauge of track,	4 ft. 9 in.

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD.

By what authority incorporated: The act of assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Dingee,	Philadelphia,	February 6, 1893.
H. A. Stiles,	Philadelphia,	do.
Charles Hacker,	Philadelphia,	do.
A. G. Richey,	Trenton, N. J.,	do.
John T. Knight,	Easton, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 1, 1892.
Postoffice address of general office: 209 South Third street, Philadelphia.
Postoffice address of operating company: Penn Gas Coal Company, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. A. Dingee,	Philadelphia.
Vice President,	H. A. Stiles,	Philadelphia.
Secretary, Treasurer,	A. K. Gregory,	Philadelphia.
General Superintendent,	John F. Wolf,	Irwin Station, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Youghiogheny,	Irwin,	Sewickley,	10	10

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,*	2	$1,000 00	. . . . .
General office clerks.*	1	200 00	$0 64
Station agents,	2	900 00	1 50
Enginemen,	1	1,080 00	3 60
Firemen,	1	628 00	2 00
Conductors,	1	900 00	3 00
Other trainmen.	3	1,592 83	1 80
Section foremen.	2	1,346 00	2 25
Other trackmen.	12	5,604 87	1 50
Telegraph operators and dispatchers,	1	600 00	2 00
Total,	26	$13,851 70	. . . . .
Distribution of above:			
General administration,	3	$1,200 00	$1 40
Maintenance of way and structures,	15	7,550 87	1 61
Conducting transportation.	8	5,100 83	2 03
Total,	26	$13,851 70	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	26	$13,851 70	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron.	6	6
Tunnels:		
Maximum length (feet),	640	640
Telegraph:		
Miles of line owned by this company.	10	10
Miles of wire owned by this company.	10	10
Miles of line operated by this company,	10	10
Miles of wire operated by this company,	10	10

Gauge of track, ... 4ft. 9 in.

PEOPLE'S RAILWAY COMPANY.

Date of organization: May 24, 1865.

By what authority incorporated: Special acts, April 4, 1865, April 28, 1871, February 10, 1872, March 14, 1373.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas A. Reilly,	Pottsville, Pa.,	November 1, 1892.
Wm. D. Baber,	do.	do.
Frank Carter.	do.	do.
R. C. Luther,	do.	do.
C. E. Henderson,	do.	do.

Date of last meeting of stockholders for election of directors: November 3, 1891.

Postoffice address of general office: No. 221 South Centre street, Pottsville, Pa.

* All officers of the Penn Gas Coal Company performing the duties of the Youghiogheny railroad.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas A. Reilly,	Pottsville, Pa.
Secretary, Treasurer, Superintendent,	Wm. D. Pollard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
People's railway,	Pottsville,	Minersville,	4.61	4.61

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$98,004 34	Capital stock,	$100,000 00
Cost of equipment,	27,287 29	Funded debt,	36,000 00
Other permanent investments,	1,122 07	Current liabilities,	1,084 88
Cash and current assets,	16,696 67	Profit and loss,	6,025 49
Total,	$143,110 37	Total,	$143,110 37

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	3	
Gauge of track,	4 ft. 8½ in	

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Laws of the State of Pennsylvania. Under act March 23, 1865.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
F. G. Stinson	Norristown, Pa.	Second Monday in January,	1893.
John Slingluff	Norristown, Pa.	do.	do.
J. P. Hale Jenkins	Norristown, Pa.	do.	do.
Thomas P. Hillegas	Red Hill, Pa.	do.	do.
Noah D. Frank	Red Hill, Pa.	do.	do.
Charles T. Waage	Pennsburg, Pa.	do.	do.
Jonathan P. Hillegas	Pennsburg, Pa.	do.	do.
D. M. Casselbury	Lower Providence, Pa.	do.	do.
John S. Rahn	Perkiomenville, Pa.	do.	do.
David S. Rudy	Perkiomenville, Pa.	do.	do.
William H. Seipt	Worcester, Pa.	do.	do.
D. K. Graber	Pennsburg, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 318 Dekalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James Boyd	Norristown, Pa.
Secretary	Howard Boyd	do.
Treasurer		
Chief Engineer	George B. Boggs	do.
General Solicitor, Attorney or Counsel	James Boyd	do.
Auditor	F. C. Boggs	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Perkiomen railroad	Perkiomen Junction,	Emaus Junction,	38.50	38.50
Total mileage operated			38.50	38.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$2,085,389 82	Capital stock	$38,040 00
Cost of equipment	4,257 03	Funded debt	1,924,600 00
Cash and current assets	60,240 13	Current liabilities	1,016,897 58
Sundries	1,682 74		
Profit and loss	827,967 86		
Total	$2,979,537 58	Total	$2,979,537 58

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company.

Compensation for carrying the United States mails during the year was $2,056.36. No contract.

No contracts or agreements with other railroad companies. In the regular interchange of business transactions there is a mutual arrangement in the proration of passenger and freight traffic, generally upon a mileage basis.

An arrangement with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this company has the right of its line for the transaction of railroad business.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$2,700 12	
General office clerks	2	1,100 00	$1 77
Station agents	17	7,704 16	1 24
Other station men	4	1,074 00	73
Enginemen	9	9,200 00	3 01
Firemen	9	5,120 00	1 67
Conductors	7	5,147 20	2 16
Other trainmen	38	20,834 80	1 61
Machinists	1	624 00	1 99
Carpenters	9	5,320 00	1 89
Section foreman	1	720 00	1 97
Other trackmen	30	11,479 03	1 25
Switchmen, flagmen and watchmen	5	1,485 00	81
Telegraph operators and dispatchers	10	5,968 38	1 64
All other employes and laborers	13	5,243 00	1 40
Total	158	$83,729 69	$1 59
Distribution of above:			
General administration	5	$3,810 12	$2 43
Maintenance of way and structures	45	19,128 03	1 36
Conducting transportation	108	60,791 54	1 65
Total	158	$83,729 69	$1 59
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	158		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	9	9
Number wooden	14	14
Number overhead highway	8	8
Trestles:		
Number	8	8
Aggregate length (feet)	2,900	2,900
Tunnels:		
Number	1	1
Maximum length	1,668	1,668
Minimum length	1,668	1,668
Aggregate length of all tunnels	1,668	1,668
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company	37.25	
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company	74.50	
Gauge of track	4 ft. 8½ in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? General mortgage loan of $2,250,000 which provides for the retirement of funded debt.

PERRY COUNTY RAILROAD COMPANY.

Date of organization: February 3, 1887.

By what authority incorporated: Incorporated under general act of assembly passed April 4, 1868, and its supplement of date May 13, 1876.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hon. Chas. H. Smiley,	New Bloomfield, Pa.,	Second Monday in January, 1893.
John Wistar,	Duncannon, Pa.,	do. do.
Hon. B. F. Junkin,	New Bloomfield, Pa.,	do. do.
Hon. Chas. A Barnett,	New Bloomfield, Pa.,	do. do.
Silas W. Conn,	New Bloomfield, Pa.,	do. do.
J. H. Sheibley,	New Bloomfield, Pa.,	do. do.
Abram Bower,	Falling Springs, Pa.,	do. do.
R. S. Minich,	New Bloomfield, Pa.,	do. do.
Dr. D. B. Milligau,	Landisburg, Pa.,	do. do.
Samuel Ebert,	Loysville, Pa.,	do. do.
L. C. Zimmerman,	Duncannon, Pa.,	do. do.
H. C. Shearer,	New Bloomfield, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1892.

Postoffice address of general office: New Bloomfield, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Hon. Chas. H. Smiley,	New Bloomfield, Pa.
Vice President,	John Wistar,	Duncannon, Pa.
First Vice President,	Wm. A. Miller,	York, Pa.
Second Vice President,	Dr. A. R. Johnson,	New Bloomfield, Pa.
Secretary,	Jas. W. Shull,	New Bloomfield, Pa.
Treasurer,	W. N. Seibert,	New Bloomfield, Pa.
Chief Engineer,	Dr. A. R. Johnson,	New Bloomfield, Pa.
General Solicitor, Attorney or Counsel,	Jas. W. Shull,	New Bloomfield, Pa.
Auditor,	W. B. Sheibley,	New Bloomfield, Pa.
General Manager,	F. K. Holtzinger,	New Bloomfield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Perry County railroad,	Duncannon,	New Bloomfield,	11.10	11.10
Total mileage operated,			11.10	11.10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$120,399 08	Capital stock,	$65,500 00
Cost of equipment,	8,477 80	Funded debt,	51,000 00
Cash and current assets,	7,303 22	Current liabilities,	8,587 50
Total,	$136,180 10	Total,	$125,087 50

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company. U. S. Mail. Pennsylvania railroad.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	1	$840 00
General office clerks,	1	120 00
Station agents,	2	840 00
Other stationmen,	2	135 96
Enginemen,	2	1,000 00
Firemen,	2	500 00
Conductors,	1	450 00
Other trainmen,	2	253 33
Section foremen,	2	940 00
Other trackmen,	12	1,737 09
Switchmen, flagmen and watchmen,	1	74 61
Total,	28	$6,889 99
Distribution of above:		
General administration,	2	960 00
Maintenance of way and structures,	16	2,677 09
Conducting transportation,	10	3,252 90
Total,	28	$6,889 99

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number combination,	20	20
Telegraph:		
Miles of line owned by this company (Phone),	11.10	11.10
Gauge of track,		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Perry County Railroad Extension Company.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Date of organization: Chartered March 17, 1853.

By what authority incorporated: Chartered, special act, March 17, 1853; amendments, April 6, 1854, February 12, 1856, May 1, 1857, February 27, 1863, April 4, 1870.

If a consolidated company, name the constituent companies: Consolidation, June 20, 1854, of the Philadelphia and Baltimore Central Railroad Company, chartered as above, and the Baltimore and Philadelphia Railroad Company, chartered in Maryland, May 28, 1852.

Consolidation, October 31, 1881, of the Philadelphia and Baltimore Central Railroad Company and the West Chester and Philadelphia Railroad Company, chartered in Pennsylvania, April 11, 1848.

Amendments to charter in Pennsylvania of the West Chester and Philadelphia Railroad Company: April 15, 1850, May 1, 1852, January 7, 1853, January 29, 1853, March 23, 1853, April 20, 1853, February 27, 1854, May 8, 1854, March 30, 1855, May 3, 1855, February 6, 1856, March 11, 1857, May 13, 1857, May 16, 1857, April 8, 1858, April 1, 1861, April 12, 1861, March 23, 1865, April 12, 1867, April 3, 1869, April 14, 1869, April 13, 1870, April 3, 1872.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia, 233 South Fourth street,	January 9, 1893.
J. N. DuBarry,	Philadelphia, 233 South Fourth street,	do.
N. Parker Shortridge,	Philadelphia, 233 South Fourth street,	do.
Samuel R. Dickey,	Oxford, Pa.,	do.
Samuel D. Ramsey,	West Chester, Pa.,	do.
Joseph J. Martin,	Philadelphia,	do.
R. R. Crothers, Maryland State Director,	Colora, Md.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: The Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	233 South Fourth street, Philadelphia.
Secretary,	John C. Sims,	do. do.
Treasurer,	Robert W. Smith,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Philadelphia and Baltimore Central railroad,	West Philadelphia,	Octoraro Junction,	Philadelphia, Wilmington and Baltimore Railroad Company.	62.62	53.29
	Wawa,	West Chester,		9.43	9.43
Branch,	Brandywine Summit.	Kaolin Works,	Philadelphia, Wilmington and Baltimore Railroad Company.	1.63	1.63
				73.68	64.35
Chester Creek railroad	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company.	6.69	6.69
Total mileage,				80.37	71.04

By agreement, the road (with its leased line) is operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company, its entire net earnings.

STOCKS OWNED.

Chester Creek Railroad Company (total par value),	$87,100 00
Williamsport and North Branch Railroad Company (total par value),	16,518 00
Total,	$103,618 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,024,482 86	Capital stock,	$2,499,347 03
Cost of equipment,	92,186 46	Funded debt,	2,200,000 00
Stocks of other companies owned,	1,100 00	Ground rents,	26,512 50
Lands owned,	304,322 37	Current liabilities,	1,881 00
Cash and current assets,	441,113 78	State of Maryland,	35,000 00
		Profit and loss,	100,464 94
Total,	$4,863,205 47	Total,	$4,863,205 47

IMPORTANT CHANGES DURING THE YEAR.

West Chester and Philadelphia Railroad Company, first mortgage bonds, matured April 1, 1891, to amount of $700, outstanding June 30, 1891, have been redeemed dur- the past year.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	3
Number iron,	49	45
Number wooden	25	18
Trestles:		
Number,	3	3
Aggregate length (feet),	2,652	2,652
Telegraph:		
Miles of line operated by the Philadelphia, Wilmington and Baltimore Railroad Company,	71.69	71.69
Miles of wire operated by the Philadelphia, Wilmington and Baltimore Railroad Company,	94.90	94.90

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? An annual appropriation for a sinking fund for redemption of bonds due November 1, 1911, contingent upon purchase of bonds at or below par, was provided for in the mortgage, but as there has been no opportunity to purchase bonds at or below par, this provision has been inoperative.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Rooms at Angora for station, from Geo. and Robt. Callahan; rooms at Cheyney for station, from Geo. A. Cheyney; rooms at Chester Heights for station, from Elizabeth Sharpless *et al.;* lot near Lansdowne for freight platform, from Chas. Leedom; lot at Brandywine Summit, from G. G. Hipple; use of engine house at West Philadelphia, from Pennsylvania Railroad Company.

PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Railroad not yet built.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William M. Singerly,	917 Chestnut st., Philadelphia,	January 11, 1893.
James Dobson,	26 North Front st., Philadelphia,	do.
E. C. Knight, Jr.,	Water and Chestnut sts., Philadelphia.	do.
Wharton Barker,	429 Chestnut st., Philadelphia,	do.
Charles H. Cramp,	Beach and Ball sts., Philadelphia.	do.
Walter F. Hager,	233 Walnut st., Philadelphia,	do.
E. A. Hancock,	131 South Second st., Philadelphia,	do.
William H. Jenks,	241 Chestnut st., Philadelphia,	do.
Calvin Pardee,	Drexel Building, Philadelphia,	do.
William W. Justice,	122 South Front st., Philadelphia.	do.

Date of last meeting of trustees for the stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Room 30, Merchants' Exchange, northeast corner Third and Walnut streets, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Francis B. Reeves,	25 South Front street, Philadelphia.
Secretary,	John J. Curby,	Merchants' Exchange, Philadelphia.
Treasurer,	Richard Full,	227 South Fourth street, Philadelphia.
Chief Engineer,	John A. Wilson,	1036 Drexel Building, Philadelphia.
General Solicitor, Attorney or Counsel,	George S. Graham,	Bullitt Building, Philadelphia.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$88,302 08	Capital stock,	$200,000 00
Cash and current assets,	120,160 12	Current liabilities,	8,462 20
Total,	$208,462 20	Total,	$208,462 20

CONTRACTS, AGREEMENTS, ETC.

May 2, 1892, agreement with the Pennsylvania and River Front Railroad Companies for the transportation of the cars of the Philadelphia Belt Line Railroad Company, on Delaware avenue and Swanson street from Callowhill to Tasker street.

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.
By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION TERM.	
George DeB. Keim,	Philadelphia,	First Monday in May, 1893.	
A. J. Antelo,	do.	do.	do.
J. M. Landis,	do.	do.	do.
W. R. Taylor,	do.	do.	do.
A. H. O'Brien,	do.	do.	do.
F. G. Odenheimer,	do.	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Chief Engineer,	H. K. Nicholas,	do.
Comptroller,	D. Jones,	do.
General Manager,	I. A. Sweigard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia and Chester Valley railroad.	Bridgeport, Pa.	Downingtown, Pa.	21.50	21.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,086,662 35	Capital stock	$755,100 00
Cash and current assets	16,483 89	Funded debt	380,510 00
Profit and loss	56,650 31	Current liabilities	19,680 16
		Accrued interest on funded debt not yet payable	4,506 39
Total	$1,159,796 55	Total	$1,159,796 55

CONTRACTS, AGREEMENTS, ETC.

United States mail at rate per mile.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	7	.....	.....
Station agents	8	$2,487 60	$0 99
Other station men	2	600 00	96
Enginemen	2	2,028 00	3 25
Firemen	2	1,219 92	1 96
Conductors	2	1,703 52	2 73
Other trainmen	5	3,126 24	2 00
Section foremen	3	1,560 00	1 66
Other trackmen	7	2,730 00	1 25
Switchmen, flagmen and watchmen	1	402 60	1 55
All other employes and laborers	9	4,222 56	1 50
Total	48	$20,080 44	$1 34
Distribution of above:			
General administration	7	.....	.....
Maintenance of way and structures	10	$4,290 00	$1 37
Conducting transportation	31	15,790 44	1 63
Total	48	$20,080 44	$1 34
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	48	$20,080 44	$1 34

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	5	5
Number wooden	23	23
Trestles:		
Number	4	4
Aggregate length	783	783
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company	20	20
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company	21.5	21.5

Gauge of track, ... 4 ft. 8½ in.

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization: Chartered April 3, 1837, and organized during that year.

By what authority incorporated: State of Pennsylvania, act approved April 3, 1837, and supplements thereto approved March 20, 1838, February 12, 1846, March 14, 1846, March 15, 1847, February 10, 1852, March 27, 1852, May 4, 1852, April 15, 1853, April 18, 1853, May 5, 1854, May 8, 1854, May 4, 1855, May 21, 1857, April 21, 1858, April 13, 1860, March 7, 1861, April 3, 1863, March 7, 1864, July 22, 1864, March 9, 1865, March 23, 1866, March 7, 1868, March 12, 1869, March 19, 1869, April 1, 1869, April 6, 1870, May 24, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. Hasell Wilson,*	Philadelphia,	Second Monday in February, 1895.
J. N. DuBarry,*	Philadelphia,	do. do.
Sam'l Gustine Thompson,*	Philadelphia,	do. do.
N. Parker Shortridge,*	Wynnewood, Montgomery county, Pa.,	do. do.
Henry D Welsh,*	Philadelphia,	do. do.
Wm. J. Howard,*	Philadelphia,	do. do.
Wm. L. Elkins,*	Philadelphia,	do. do.
Amos R. Little,*	Philadelphia,	do. do.
J. Bayard Henry,*	Philadelphia,	do. do.
Wm. H. Barnes,*	Philadelphia,	do. do.
James McManes,†	Philadelphia,	do. do.
John L. Lawson,†	Philadelphia,	do. do.
Harry R. Shultz,†	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: February 8, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. Hasell Wilson,	Philadelphia.
Secretary, Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Philadelphia and Erie Railroad Company.	Sunbury, Pa.,	Erie, Pa.,	The Pennsylvania Railroad Company.	287.56	287.56

* Elected by stockholders.

† Elected by Philadelphia city councils.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Lease from Philadelphia and Erie Railroad Company to the Pennsylvania Railroad Company, executed January 6, 1862, to take effect from and after January 1, 1862, modified January 1, 1870, for the term of 999 years from January 1, 1862. The lessee to work, use, manage, maintain, and efficiently operate and keep in public use the railroad of the party of the first part and its appurtenances, "with the exclusive right to manage and control said railroad and to regulate and determine rates of tolls, freight and charges for all the transportation over the whole or any part of said railroad," and to collect all said tolls and charges. The lessee to repair and maintain in good order and condition for public use, the railroad property and appurtenances, paying all operating and other expenses, including taxes and assessments levied or assessed by the laws of the United States or the State of Pennsylvania. The surplus of gross receipts, after the payment of the expenses aforesaid to be applied to defraying the cost of maintaining a proper and legal organization of the lessor company, and the payment of interest on the funded debt of said lessor. Whatever balance may remain after said payments, to be paid to the lessor for its own use. The lessee not to pay or become liable to pay, in consequence of any deficiency of gross receipts, for all or any or either of the purposes to which it had been agreed that said surplus should be applied.

BONDS.

	Total amount held.	Rate.
Allegheny Valley Railroad Company, general mortgage 4 per cent.,	$133,000 00	4
Allegheny Valley Railroad Company, general mortgage, scrip,	333 32	4
Total,	$133,333 32	

STOCKS OWNED.

Wilcox Railroad Company,	$25,000 00
Allegheny Valley Railroad Company, preferred stock,	148,350 00
Allegheny Valley Railroad Company, preferred script,	33 84
Allegheny Valley Railroad Company, common stock,	671,000 00
Total,	$844,383 84

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$30,223,380 71	Capital stock,	$10,375,000 00
Bonds of other companies owned,	93,333 32	Funded debt,	19,674,000 00
Stocks of other companies owned,	43,322 12	Current liabilities,	6,314 00
Cash and current assets,	238,070 23	Sundry items,	5,218 50
		Profit and loss,	537,573 88
Total,	$30,598,106 38	Total,	$30,598,106 38

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$5,400 00
Total,	2	$5,400 00
Distribution of above:		
General administration,	2	$5,400 00
Total,	2	$5,400 00
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	2	$5,400 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	14	14
Number iron,	105	105
Number wooden,	34	34
Trestles:		
Number,	3	3
Aggregate length (feet),	527.1	527.1
Telegraph:		289.59
Miles of line owned by this company,	289.59	289.59
Miles of wire owned by this company,	1,076.47	1,076.47
Miles of line operated by Pennsylvania Railroad Company, lessee,	289.59	289.59
Miles of wire operated by Pennsylvania Railroad Company, lessee.	1,076.47	1,076.47

Gauge of track, 4 ft. 9 in.

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Date of organization: December 28, 1882.
By what authority incorporated: General law of April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander Biddle,	Philadelphia,	February 14, 1893.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
John C. Sims,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 9, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hawson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Germantown and Chestnut Hill railroad.	Germantown Junction.	Chestnut Hill.	Pennsylvania Railroad Company.	6.75	6.75

Lease to the Pennsylvania Railroad Company for thirty years, from May 1, 1883; rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,304,717 99	Capital stock,	$1,000,000 00
Cash and current assets,	16,895 62	Funded debt,	1,000,000 00
		Current liabilities,	309,017 99
		Profit and loss,	12,595 62
Total,	$2,321,613 61	Total,	$2,321,613 61

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $1,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	17	17
Telegraph:		
Miles of line owned by this company,	6.75	6.75
Miles of wire owned by this company,	28.95	28.95
Miles of line operated by Pennsylvania Railroad Company,	6.75	6.75
Miles of wire operated by Pennsylvania Railroad Company,	28.95	28.95

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Provision is made for a sinking fund of $10,000 annually, if bonds to that amount can be purchased at or below par.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization: February 17, 1831.

By what authority incorporated: Incorporated by an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 17, 1831; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved April 7, 1832; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved March 30, 1833; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 8, 1834; an act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1847; an act supplementary to the several acts incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1849; a further supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 27, 1852; act of February 10, 1853; act of April 8, 1853.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas U. Walker,	New Centreville, Chester co., Pa.,	November 7, 1892.
Michael O'Brien,	Conshohocken, Pa.,	November 7, 1892.
John Slingluff,	Norristown, Pa.,	November 7, 1892.
Edward Dale Toland,	No. 41 Brown Building, Philadelphia,	November 7, 1892.
W. S. Wilson,	New Centreville, Pa.,	November 6, 1893.
George W. Longaker,	Norristown, Pa.,	November 6, 1893.
Thomas McKean,	153 Dock street, Philadelphia,	November 6, 1893.
C. Howard Colket,	1334 Walnut street Philadelphia,	November 6, 1893.
Lewis Elkin,	1119 Walnut street, Philadelphia,	November 5, 1894.
John A. Brown, Jr.,	209 Chestnut Philadelphia,	November 5, 1894.
Richard Dale,	1215 Spruce street, Philadelphia,	November 5, 1894.
Joseph W. Johnson, Jr.,	535 Chestnut street, Philadelphia,	November 5, 1894.

Date of last meeting of stockholders for election of directors: November 2, 1891.

Postoffice address of general office: 132 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. S. Wilson,	132 S. Third st., Philadelphia.
Secretary, Treasurer,	William W. Stephens,	132 S. Third st., Philadelphia.
General Solicitor Attorney or Counsel,	Joseph B. Townsend,	709 Walnut st., Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Germantown and Norristown Railroad Company.	Philadelphia,	Norristown,	Philadelphia and Reading Railroad Company.	16.2	16.2
Germantown branch,	Sixteenth st.,	Germantown.	Philadelphia and Reading Railroad Company.	3.5	3.5
Total mileage,				19.7	19.7

The Philadelphia, Germantown and Norristown railroad was leased on November 10, 1870, to the Philadelphia and Reading Railroad Company for a period of 999 years at an annual rental of $269,623.34, payable quarterly, commencing with March 1, together with $2,000 quarterly for organization expenses.

GENERAL BALANCE SHEET

DR.		CR.	
Cost of road,	$1,139,078 84	Capital stock,	$2,246,900 00
Cost of equipment,	367,988 09	Contingent account,	46,454 19
Plymouth railroad account,	274,495 19	Miscellaneous account,	237 00
Sundry accounts,	18,000 00	Organization account,	16,628 28
Damages,	3,400 00	Interest account,	10,297 33
Rent account,	68 73	Unpaid dividends,	5,185 50
Lands owned,	500,793 49		
Cash and current assets,	21,877 96		
Total,	$2,325,702 30	Total,	$2,325,702 30

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$5,475 00
Employes in Pennsylvania: Total number of employes in Pennsylvania,	3	$5,475 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in

PHILADELPHIA, HARRISBURG AND PITTSBURG RAILROAD COMPANY.

Date of organization: July 24, 1890.

By what authority incorporated: General railroad laws, Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies: Formed by merger of the Harrisburg and Shippensburg and Harrisburg Terminal railroads, July 24, 1890.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	First Monday in May, 1893.
A. J. Antelo,	do.	do. do.
Thos. Cochran,	do.	do. do.
W. R. Taylor,	do.	do. do.
Albert Foster,	do.	do. do.
Jas. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller.	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Harrisburg and Pittsburg railroad.	Harrisburg,	Shippensburg,	Philadelphia and Reading Railroad Company.	40.60	40.60

Leased to the Philadelphia and Reading Railroad Company, October 15, 1890. Lessee pays expenses of operating, all taxes, etc., and fixed charges.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,143,841 33	Capital stock,	$2,000,000 00
Cash and current assets,	701 11	Current liabilities,	1,144,542 44
Total,	$3,144,542 44	Total,	$3,144,542 44

EMPLOYES AND SALARIES.

General officers (no compensation),	4
Total,	4
Employes in Pennsylvania:	
Total number of employes in Pennsylvania,	4

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: Not known.

By what authority incorporated: Pennsylvania. Original name Philadelphia and Montgomery County railroad. Incorporated by act of April 2, 1860. Pamphlet laws 677, supplement April 1, 1863. Laws of 1864, page 1074, and March 23, 1865. Pamphlet laws 674.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Smith Harper,	Philadelphia,	First Monday of May, 1893.
William M. Geary,	Philadelphia,	do. do.
John Slingluff,	Norristown, Pa.,	do. do.
W. H. Slingluff,	Norristown, Pa.,	do. do.
H. C. Crawford,	Norristown, Pa.,	do. do.
H. C. Stinson,	Norristown, Pa.,	do. do.
J. P. H. Jenkins,	Norristown, Pa.,	do. do.
J. P. Hutchinson,	Newtown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary,	Howard Boyd,	Norristown, Pa.
Treasurer,	O. C. Knipe,	Norristown, Pa.
Auditor,	William M. Geary,	Philadelphia.
General Superintendent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line,	Erie avenue (Philadelphia).	Newtown, Pa.,	20.90	20.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,900,000 00	Capital stock,	$1,200,000 00
Cash and current assets,	48,175 17	Funded debt,	700,000 00
Profit and loss,	197,904 12	Current liabilities,	246,079 29
Total,	$2,146,079 29	Total,	$2,146,079 29

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$3,640 96	
General office clerks,	2	339 96	$0 54
Station agents,	11	4,062 50	1 07
Other station men,	2	600 00	1 00
Enginemen,	4	4,796 92	3 46
Firemen,	4	2,961 00	2 14
Conductors,	4	4,413 13	3 24
Other trainmen,	12	6,556 23	1 60
Carpenters,	8	5,545 33	1 80
Section foremen,	7	3,414 00	1 27
Other trackmen,	25	8,067 57	1 05
Switchmen, flagmen and watchmen,	4	644 34	1 53
Telegraph operators and dispatchers,	2	450 00	74
All other employes and laborers,	5	205 66	1 00
Total,	94	$45,697 60	
Distribution of above:			
General administration,	6	$3,980 92	
Maintenance of way and structures,	45	17,232 56	
Conducting transportation,	43	24,484 12	
Total,	94	$45,697 60	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	94	$45,697 60	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA
Bridges:		
Number iron,	1	1
Number wooden,	8	8
Trestles.		
Number,	4	4
Aggregate length (feet),	1,043	1,043
Gauge of track,		4 ft. 8½ in.

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization: April 4, 1833.

By what authority incorporated: Act of April 4, 1833, and amendments.

If a consolidated company, name the constituent companies: Northern Liberties and Penn Township railroad, act of April 23, 1829; Port Kennedy railroad, act of March 8, 1859; Lebanon Valley railroad, act of April 1, 1836; Schuylkill and Susquehanna railroad, act of April 5, 1826; Mt. Carbon railroad, act of April 20, 1829; Mahanoy and Shamokin railroad, act of February 18, 1871; Moselem railroad, act of March 23, 1865; West Reading railroad, act of March 20, 1860; Lebanon and Tremont railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	Second Monday in January.
Thos. Cochran,	do.	do. do.
Thomas Dolan,	do.	do. do.
A. J. Antelo,	do.	do. do.
James Boyd	do.	do. do.
Samuel R. Shipley.	do.	do. do.

Total uumber of stockholders at date of last election, 167.

Date of last meeting of stockholders for election of directors: Second Monday January, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	A. A. McLeod,	Philadelphia.
First Vice President,	J. R. Maxwell,	Philadelphia.
Second Vice President,	Charles Hartshorne.	Philadelphia.
Third Vice President.	Robert H. Sayre,	Philadelphia.
Fourth Vice President,	J. Russell Young.	Philadelphia.
Treasurer,	W. A. Church,	Philadelphia.
Secretary.	W. R. Taylor,	Philadelphia.
Comptroller.	Daniel Jones.	Philadelphia.
Assistant Comptroller,	Isaac McQuilken.	Philadelphia.
Auditor Traffic Receipts,	George Ziegler,	Philadelphia.
Auditor Merchandise Traffic,	William B. Scott,	Philadelphia.
Auditor Passenger Traffic,	C. H. Quarles,	Philadelphia.
Auditor Coal Traffic.	H. W. Hancock.	Philadelphia.
Auditor Disbursements,	J. E. Price,	Philadelphia.
General Manager,	I. A. Swiegard,	Philadelphia.
Chief Engineer.	H. K. Nichols,	Philadelphia.
General Traffic Manager,	John Taylor,	Philadelphia.
General Passenger Agent,	C. G. Hancock,	Philadelphia.
General Freight Agent.	B. H. Bail.	Philadelphia.
General Superintendent, Main Line,	M. F. Bonzano,	Philadelphia.
General Superintendent, Williamsport Division,	C. M. Lawlor,	Williamsport, Pa.
General Superintendent, Eastern Division,	H. Stanley Goodwin,	Bethlehem, Pa.
General Superintendent, Northern Division,	W. Stevenson.	
Superintendent of Telegraph.	E. R. Adams.	Reading, Pa.
General Baggage Agent.	H. W. Souders,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line,	Philadelphia,	West Falls,	98.40	98.40
	Wayne Junction,	Tabor Junction,		
	Port Richmond,	Mt. Carbon		
Northern Liberties & Penn Twp. branch,	Broad street, Phila.,	Delaware river, Phila.,	1.40	1.40
Port Kennedy branch,	Port Kennedy,	Lime Kiln, Pa.,	1.20	1.20
Lebanon Valley branch,	Reading, Pa.,	Harrisburg, Pa.,	53.70	53.70
Lebanon and Tremont branch,	Lebanon, Pa.,	Brookside, Pa.,	42.20	42.20
Schuylkill and Susquehanna branch,	Auburn, Pa.,	Rockville, Pa.,	53.40	53.40
Mt. Carbon branch,	Mt. Carbon, Pa.,	Wadesville and Mt. Laffy.	8.50	8.50
Mahanoy and Shamokin branch,	Newcastle and Mahanoy City.	Port Treverton, Pa.,	64.60	64.60
Moselem branch,	Leesport, Pa.,	Leesport Iron works,	1.70	1.70
West Reading branch,	Third street, Reading.	Foot Sixth street, Reading.	1.90	1.90
Colebrookdale railroad,	Pottstown, Pa.,	Barto, Pa.,	12.80	12.80
Pickering Valley Railroad,	Phœnixville, Pa.,	Byers, Pa.,	11.30	11.30
East Pennsylvania railroad,	Reading, Pa.,	Allentown, Pa.,	36.00	36.00
Allentown railroad,	Topton, Pa.,	Kutztown, Pa.,	4.50	4.50
Little Schuylkill Navigation, Railroad and Coal Company.	Port Clinton, Pa.,	Tamaqua and Reevesdale.	28.10	28.10
Mine Hill & Schuylkill Haven railroad,	Schuylkill Haven,	Locust Gap Junction, Pa.	51.80	51.80
		Tremont, Pa.,		
		New Lincoln, Pa.,		
Mt. Carbon and Port Carbon railroad,	Mt. Carbon, Pa.,	Port Carbon, Pa.,	2.50	2.50
Mill Creek and Mine Hill Navigation and railroad.	Mill Creek Junction,	Newcastle, Pa.,	3.80	3.80
Schuylkill Valley Navigation & R. R. Co.,	Port Carbon,	Reevesdale, Pa.,	11.00	11.00
East Mahanoy Railroad Company,	Connect. with Nesq. Valley railroad.	East Mahanoy Tunnel, Pa.	14.10	14.10
	East Mahanoy Junct.,	St. Nichols, Pa.,		
Shamokin, Sunbury & Lewisburg, R. R.	West Milton, Pa.,	Shamokin, Pa.,	31.10	31.10
Philadelphia, Germantown and Norristown railroad.	Philadelphia,	Germantown, Pa.,	29.50	29.50
	Philadelphia,	Norristown, Pa.,		
	Conshohocken, Pa.,	Oreland, Pa.,		
Chestnut Hill Railroad Company,	Germantown, Pa.,	Chestnut Hill, Pa.,	4.00	4.00
Catawissa railroad,	Tamanend, Pa.,	Newberry Junct., Pa.,	96.50	96.50
Philadelphia and Chester branch,	Gray's Ferry, Pa.,	Thurlow, Pa.,	10.50	10.50
North Pennsylvania Railroad Company,	Philadelphia,	Bethlehem, Pa.,	86.40	86.40
	Lansdale, Pa.,	Doylestown, Pa.,		
	Jenkintown, Pa.,	Delaware river Pa.,		
Delaware and Bound Brook railroad,	Delaware river, N. J.,	Bound Brook, N. J.,	33.70	. . . .
	Trenton Junction,	Trenton, N. J.,		
Norristown Junction Railroad Company,	Mill street, Norrist'n,	Marshall street, Norristown.	.40	.40
Schuylkill and Lehigh railroad,	Reading, Pa.,	Slatington, Pa.,	44.00	44.00
Philadelphia, Harrisburg and Pittsburg,	Harrisburg, Pa.,	Shippensburg, Pa.,	40.60	40.60
Lehigh Valley railroad and branches,	Phillipsburg, Pa.,	Wilkesbarre, Pa.,	336.64	336.64
Lehigh Valley railroad,	State Line, N. Y.,	Buffalo, N. Y.,	307.46	. . . .
Pennsylvania and New York Canal and railroad.	Wilkesbarre, Pa.,	New York State Line,	104.95	104.95
Easton and Amboy railroad,	Perth Amboy, N. J.,	Phillipsburg, N. J.,	75.84	. . . .
Lehigh Valley Terminal railroad,	South Plainfield,	Jersey City, N. J.,	31.44	. . . .
State Line and Sullivan and Loyalsock.	Monroeton, Pa.,	Bernice, Pa.,	51.22	51.22
	Bernice, Pa.,	Bowman's Creek,		
Wilkesbarre & Harvey's Lake railroad,	Luzerne, Pa.,	Harvey's Lake,	13.50	13.50
Southern Central railroad,	State Line, N. Y.,	North Fair Haven, N. Y.	114.71	. . . .
Waverly and State Line,	Waverly, N. Y.,	State Line, N. Y.,	.40	.40
Total mileage operated,			1,915.76	1,352 61

CAPITAL STOCK.

DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	Manner of payment for capital stock.	Number of shares.	Total cash realized.	Give particulars and explanations.
Common stock.	$50 00	Unlimited.	$40,105,361 78	Issued for cash, ...	802,107.235	$40,105,361 78	Issued for cash, property purchased and acquired, dividends and conversions of bonds.
				Issued for construction, ...			
				Issued for reorganization, ...			
Total, ...	. . . . .	. . . . .	$40,105,361 78	Total, ...	. . . . .	$40,105,361 78	

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount outstanding.	INTEREST.		
	Date of issue.	When due.			Rate.	When payable.	Amount accrued during year.
Prior mortgage loans.	Various,	1900	$6,180,000 00	$2,466,700 00	6	J. and J.,	$148,002 00
Prior mortgage loans,	1857	1900	7,000,000 00	79,000 00	4½	J. and J.,	3,555 00
Prior mortgage loans,	1868	1893	2,700,000 00	2,700,000 00	7	A. and O.,	189,000 00
Convertible mortgage loans,	1871	1911	25,000,000 00	8,162,000 00	6	J. and D.,	489,720 00
Convertible mortgage loans,	1871	1911	. . . . .	10,649,000 00	7	J. and D.,	745,430 00
Improvement loans,	1873	1897	10,000,000 00	9,364,000 00	6	A and O.,	561,840 00
Income loans,	1876	1896	10,000,000 00	1,000 00	7	J. and D.,	. . . . .
Consolidated loans,	1882	1922	80,000,000 00	5,767,042 00	5	M. and N.,	288,300 00
Consolidated loans,	1883	1933	80,000,000 00	1,535 00	5	F. and A.,	. . . . .
General loans,	1888	1958	100,000,000 00	38,604,658 77	4	J. and J.,	1,544,186 36
First preferred income loans,	1888	1958	24,400,000 00	23,948,809 45	5	Feb., . .	1,197,440 47
Second preferred income loans,	1888	1958	22,500,000 00	16,176,413 78	4⅔	Feb., . .	667,227 06
Third preferred income loans,	1888	1958	. . . . .	17,974,099 67	. . . . .	Feb., . .	. . . . .
Real estate bonds,	Various,	Various,	. . . . .	2,119,756 69	Various,	Various.	133,356 50
Convertible adj. scrip.,	. . . . .	. . . . .	. . . . .	1,810 00	6	J. and J.,	. . . . .
Debenture loan,	1868	1893	. . . . .	1,100 00	6	J. and J.,	. . . . .
Debenture loan.	1868	1893	. . . . .	6,000 00	4	J. and J.,	240 00
Debenture loan.	1878	1898	900,000 00	1,000 00	6	M. and N.,	. . . . .
Debenture loan,	1891	1941	8,500,000 00	5,388,000 00	5	F. M. A. and N.	. . . . .
Debenture convertible loan,	1873	1893	10,500,000 00	10,800 00	7	J. and J.,	. . . . .
Debenture and guarantee scrip..	1877	1882-4	. . . . .	7,250 00	6	J. and J.,	. . . . .
Deferred income bonds,	1882	. . . . .	34,300,000 00	*7,670,427 09	. . . . .	. . . . .	. . . . .
Sinking funds,	1892	1902	2,000,000 00	2,000,000 00	5	F. and A.,	41,666 67
Purchase money,	1892	1942	700,000 00	700,000 00	5	M. and N.,	3,888 89
Total,	. . . . .	. . . . .	. . . . .	$153,800,402 45	. . . . .	. . . . .	$6,013,902 95

*Issue price.

FUNDED DEBT—*Continued.*

CAR TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.
Car trust certificates, ...	Feb. 15, 1883. .	10 years,	10	43 locomotives, 1 tender, 2 baggage. 18 passenger, 3,245 freight cars and 3 snow plows.
Car trust certificates, series "B,"	March 15, 1884,	10 years,	10	43 locomotives, 28 passenger and 1,002 freight cars.
Car trust certificates, series "C,"	July 1, 1887, .	10 years,	10	12 locomotives, 69 passenger. 20 baggage and combination and 1,670 freight cars.
Car trust certificates, series "D,"	March 1, 1890,	10 years,	10	50 locomotives, 43 passenger, 7 combination, 4,000 freight cars and 15 coal barges.

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.	
		Original amount.	Amount outstanding.	Amount accrued during year.	Rate.
Issue February 15, 1883, . . .	$2,000,000 00	$2,000,000 00	$200,000 00	$19,500 00	6
Series "B,"	1,110,000 00	1,110,000 00	204,000 00	16,575 00	6
Series "C,"	1,200,000 00	1,200,000 00	630,000 00	34,750 00	5
Series "D,"	3,000,000 00	3,000,000 00	2,480,000 00	129,166 66	5
Total, ...	$7,310,000 00	$7,310,000 00	$3,514,000 00	$199,991 66	

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	Amount outstanding.	Amount of interest accrued during year.
Common income and collateral trust bonds, etc., ...	$153,800,402 45	$6,013,902 95
Car trust obligations, ...	3,514,000 00	199,991 66
Total, ...	$157,314,402 45	$6,213,894 61

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash, ...	$1,079,690 53	Loans and bills payable, ...	$3,013,049 45
Bills receivable, ...	61,632 17	Audited vouchers and accounts, . .	1,900,293 94
Due from agents, ...	2,111,942 29	Wages and salaries, ...	1,151,303 94
Net traffic balances due from other companies, ...	382,994 10	Matured interest coupons unpaid (including coupons due July 1), .	1,089,887 15
Due from solvent companies and individuals, ...	3,735,976 78	Rentals due July 1, ...	438,011 64
Other cash assets (including materials and supplies on hand), . . .	3,881,430 69	Miscellaneous, ...	288,484 21
		Balance—Cash assets, ...	3,372,636 23
Total, ...	$11,253,666 56	Total, ...	$11,253,666 56

RECAPITULATION.

A.—MILEAGE OWNED.

Capital stock,	$40,105,361 78
Bonds,	153,800,402 45
Car trust obligations,	3,514,000 00
Total,	$197,419,764 23

B.—MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED).

NAME OF ROAD.	Capital stock.	Funded debt.
Main line and branches owned,	$40,105,361 78	$154,614,402 45
Colebrookdale Railroad Company,	297,215 00	600,000 00
Pickering Valley Railroad Company,	95,655 00	332,300 00
East Pennsylvania Railroad Company,	1,734,450 00	495,000 00
Allentown Railroad Company,	1,268,884 47	. . . . .
Little Schuylkill and Navigation Canal Company,	2,487,850 00	. . . . .
Mine Hill and Schuylkill Haven Railroad Company,	4,210,200 00	. . . . .
Mount Carbon and Port Carbon Railroad Company,	282,350 00	. . . . .
Mill Creek and Mine Hill Navigation and Railroad Company,	323,375 00	. . . . .
Schuylkill Valley Navigation and Railroad Company,	576,050 00	. . . . .
East Mahanoy Railroad Company,	515,800 00	. . . . .
Shamokin, Sunbury and Lewisburg Railroad Company,	2,000,000 00	2,000,000 00
Philadelphia, Germantown and Norristown Railroad Company,	2,246,900 00	. . . . .
Catawissa Railroad Company,	3,200,000 00	1,350,000 00
Chester and Delaware River Railroad Company,	39,550 00	. . . . .
North Pennsylvania Railroad Company,	4,721,250 00	7,200,000 00
Delaware and Bound Brook Railroad Company,	1,800,000 00	1,800,000 00
Norristown Junction Railroad Company,	20,000 00	40,000 00
Schuylkill and Lehigh Railroad Company,	50,000 00	1,000,000 00
Chestnut Hill Railroad Company,	120,650 00	. . . . .
Philadelphia, Harrisburg and Pittsburg Railroad Company,	2,000,000 00	2,000,000 00
Lehigh Valley Railroad Company,	40,441,310 00	33,985,000 00
Total,	$108,536,851 25	$205,416,702 45

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM.	EXPENDITURES DURING THE YEAR.		
	Included in operating expenses.	Not included in operating expenses.	Total expenditures.
Construction:			
Other real estate,	. . . . .	$487,140 96	$487,140 96
Bridges and trestles,	$47,880 57	41,355 31	89,235 88
Rails,	163,440 72	. . . . .	163,440 72
Ties,	318,628 88	. . . . .	318,628 88
Buildings, furniture and fixtures,	100,383 73	166,183 31	266,567 01
Wharfing, etc.,	. . . . .	13,985 59	13,985 59
Sidings and yard extensions,	. . . . .	275,960 42	275,960 42
Other items,	154,896 03	1,518 33	156,414 36
Total construction,	$785,229 93	$986,143 92	$1,771,373 85
Equipment:			
Freight cars,	. . . . .	$2,644,314 81	$2,644,314 81
Floating equipment,	. . . . .	18,650 93	18,650 93
Total equipment,	. . . . .	$2,662,965 74	$2,662,965 74
Grand total, construction and equipment.	$785,229 93	$3,649,109 66	$4,434,339 59

COST OF ROAD AND EQUIPMENT.

ITEM.	Total cost to June 30, 1891.	Net additions during year.	Total cost to June 30, 1892.
Construction:			
Total construction,	$85,067,382 41	$986,143 92	$86,053,526 33
Equipment:			
Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars, other cars of all classes,	$15,283,297 55	$2,644,314 81	$17,927,612 36
Floating equipment.	1,668,217 25	18,650 93	1,686,868 18
Total equipment.	$16,951,514 80	$2,662,965 74	$19,614,480 54
Grand total, cost, construction and equipment,	$102,018,897 21	$3,649,109 66	$105,668,006 87

INCOME ACCOUNT.

Gross earnings from operation,	$32,942,216 97	
Less operating expenses,	18,853,188 19	
Income from operation,		$14,089,028 78
Interest on bonds owned.	$338,987 42	
Net miscellaneous income.	236,176 27	
Income from other sources,		575,163 69
Total income,		$14,664,192 47
Deductions from income:		
Interest on funded debt accrued,	$6,213,894 61	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,	234,393 93	
Rentals, including tracks, yards and terminals,	7,232,849 93	
Taxes,	489,102 28	
Other deductions,	110,239 70	
Total deductions from income,		14,280,480
Net income,		$383,712 02
Other payments from net income,	$982,096 53	
Total,		982,096 53
Deficit from operations of year ending June 30, 1892.		$598,384 51
Surplus on June 30, 1891,		1,334,754 00
Surplus on June 30, 1892,		$736,369 49

EARNINGS FROM OPERATION.

ITEM.	Total receipts.	Actual earnings.
Passengers:		
Passenger revenue,	$5,352,086 70	
Total passenger revenue,		$5,352,086 70
Mail,	$120,665 21	
Express.	393,959 33	
Other items,		$514,624 54
Total passenger earnings,		$5,866,711 24
Freight:		
Freight revenue,	$26,792,121 20	
Total freight revenue,		26,792,121 20
Total passenger and freight earnings,		$32,658,832 44
Other earnings from operation:		
Other sources,		$283,384 53
Total gross earnings from operation,		$32,942,216 97

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Real estate and dwellings,	$203,594 50	$42,881 05	$160,713 45
Canals,	75,540 66	56,377 16	19,163 50
Colliers and barges,	644,273 38	587,974 06	56,299 32
Total.	$923,408 54	$687,236 27	$236,176 27

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway,	$1,589,953 62
Renewals of rails,	180,866 73
Renewals of ties,	416,443 11
Repairs of bridges and culverts,	307,810 76
Repairs of buildings,	373,590 13
Repairs of docks and wharves,	112,193 38
Repairs of telegraph,	22,524 08
Other expenses,	363,739 57
Total,	$3,367,121 38
Maintenance of equipment:	
Repairs and renewals of locomotives,	$1,341,696 83
Repairs and renewals of passenger cars,	287,855 23
Repairs and renewals of freight cars,	1,538,248 96
Shop machinery, tools, etc.,	59,303 47
Other expenses,	50,835 19
Total,	$3,277,939 68
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen and other trainmen,	$5,304,841 58
Fuel for locomotives,	1,901,125 67
Water supply for locomotives,	353,540 17
All other supplies for locomotives,	154,621 32
All other train supplies,	161,565 89
Wages of switchmen, flagmen and watchmen,	392,176 59
Expenses of telegraph, including train dispatchers and operators,	222,779 20
Wages of station agents, clerks and laborers,	1,596,101 86
Station supplies,	152,555 09
Car mileage—balance,	136,463 27
Loss and damage,	47,142 53
Injuries to persons,	136,445 56
Other expenses,	110,895 93
Total,	$10,670,254 66
General expenses:	
Salaries of officers, Salaries of clerks,	$679,478 77
General office expenses and supplies,	263,815 07
Agencies, including salaries and rent.	38,450 05
Advertising,	78,023 08
Insurance,	34,731 97
Expense of fast freight lines,	52,747 57
Expense of traffic associations,	5,245 65

OPERATING EXPENSES—*Continued.*

General expenses:	
Rentals not otherwise provided for,	$128,200 34
Legal expenses,	111,730 35
Stationery and printing,	60,554 76
Other general expenses,	84,894 86
Total,	$1,537,872 47
Recapitulation of expenses:	
Maintenance of way and structures,	$3,367,121 38
Maintenance of equipment,	3,277,939 68
Conducting transportation,	10,670,254 66
General expenses,	1,537,872 47
Grand total,	$18,853,188 19
Percentage of operating expenses to earnings,	57.23

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Mine Hill and Schuylkill Haven railroad,		$336,816 00		$336,816 00
Mt. Carbon and Port Carbon railroad,		36,250 00		39,250 00
Mill Creek and Mine Hill navigation and railroad,		33,000 00		33,000 00
Schuylkill Valley navigation and railroad,		29,450 00		29,450 00
Little Schuylkill Navigation and Railroad and Coal Company,		215,092 00	$2,000 00	217,092 00
East Pennsylvania railroad,	$19,800 00	104,067 00		123,867 00
Philadelphia, Germantown and Norristown railroad,	3,833 34	269,623 34	8,000 00	281,456 68
Chestnut Hill railroad,		14,478 00	2,000 00	16,478 00
Catawissa railroad,	104,830 00	226,000 00	8,000 00	338,830 00
North Pennsylvania railroad,	492,000 00	377,700 00	11,856 80	881,556 80
Delaware and Bound Brook railroad,	123,000 00	144,000 00	9,000 00	276,000 00
Shamokin, Sunbury and Lewisburg railroad,	110,000 00		540 00	110,540 00
Swede's Ford Bridge Company,		2,405 00	50 00	2,455 00
Allentown Terminal railroad,	6,000 00	7,500 00	1,005 45	14,505 45
Colebrookdale railroad,			12,789 42	12,789 42
Pickering Valley railroad,			6,550 93	6,550 93
Allentown railroad,			3,802 07	3,802 07
Schuylkill and Lehigh railroad,	27,000 00			27,000 00
Lehigh Valley Railroad Company,	1,514,457 50	2,016,740 00		3,531,197 50
Schuylkill Navigation Company,	8,802 63	393 93		9,196 56
Susquehanna Canal Company,	21,710 02		686 23	22,396 25
Total rentals—A,	$2,431,433 49	$3,813,515 27	$66,280 90	$6,311,229 66

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Tracks,	$921,620 27
Total rentals—B,	$921,620 27
Grand total rentals paid—A and B,	$7,232,849 93

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$86,053,526 33	Capital stock,	$40,105,361 78
Cost of equipment,	19,614,480 54	Funded debt,	157,314,402 45
Bonds of other companies owned,	6,138,669 52	Current liabilities,	7,881,030 33
Stocks of other companies owned,	17,640,371 41	Accrued interest on funded debt not yet payable,	415,834 85
Other permanent investments,	81,614,718 95	Unmatured instalments on equipment purchased,	5,225,909 84
Cash and current assets,	11,253,666 56	Accrued rentals not yet payable,	2,006,171 71
Other assets:		Sundries,	12,443,999 13
Sundries,	3,813,646 27	Profit and loss,	736,369 49
Total,	$226,129,079 58	Total,	$226,129,079 58

IMPORTANT CHANGES DURING THE YEAR.

The Lehigh Valley Railroad Company was leased by this company February 11, 1892, for 999 years from December 1, 1891, from which date the operations of said company are included in this report.

Stock issued, $330,000.

The following increases were made in funded debt:

General mortgage bonds,	$500,000 00	
First preference income bonds,	651 25	
Second preference income bonds,	87 50	
Loan, 1891–1941,	5,388,000 00	
Sinking fund loan, 1892–1902,	2,000,000 00	
Purchase money loan, 1892–1942,	700,000 00	
		$8,588,738 75
Less decrease:		
Real estate bonds,	$23,318 79	
Car trust,	732,000 00	
Third preference income bonds,	330,000 00	
		1,085,318 79
		$7,503,419 96

CONTRACTS, AGREEMENTS, ETC.

United States Express Company—The railroad company furnishes cars and motive power for which the express company pays percentage of gross receipts.

United States Government—No contracts, terms vary on various mail routes.

Pullman Palace Car Company—The parlor car company furnishes its own cars.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	106	$474,749 80	
General office clerks,	934	682,468 20	
Station agents,	473	279,156 88	$1 90
Other station men,	611	323,154 88	1 69
Enginemen,	1,402	1,348,500 08	3 08
Firemen,	1,373	899,656 60	2 10
Conductors,	1,109	848,994 12	2 45
Other trainmen,	4,228	2,419,977 14	1 83
Machinists,	1,094	813,904 80	2 38
Carpenters,	1,354	829,158 44	1 99
Other shopmen,	3,557	1,652,152 72	1 49
Section foremen,	376	273,251 80	2 33
Other trackmen,	3,930	1,469,186 48	1 11
Switchmen, flagmen and watchmen,	1,320	533,840 42	1 30
Telegraph operators and dispatchers,	765	461,528 76	1 94
Employes—account floating equipment,	241	158,045 04	2 10
All other employes and laborers,	5,863	2,730,070 48	1 49
Total,	28,716	$16,197,796 64	
Distribution of above:			
General administration,	1,040	$1,157,218 00	
Maintenance of way and structures,	6,019	2,601,769 00	$1 39
Maintenance of equipment,	6,047	3,275,184 56	1 74
Conducting transportation,	15,610	9,163,625 08	1 88
Total,	28 716	$16,197,796 64	

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue,	22,509,193			
Number of passengers carried one mile,	277,120,919			
Average distance carried,	12.31			
Total passenger revenue,		5,352,086	70	
Average amount received from each passenger,			23	777
Passenger earnings per train mile,			01	093
			78	384
Freight traffic:				
Number of tons carried of freight earning revenue,	32,174,989			
Number of tons carried one mile,	3,055,824,984			
Average distance haul of one ton,	94.975			
Total freight revenue,		26,792,121	20	
Average amount received for each ton of freight,			83	270
Average receipts per ton per mile,				877
Freight earnings per train mile,		1	66	352
Passenger and freight:				
Passenger and freight earnings,		32,658,832	44	
Train mileage:				
Miles run by passenger trains,	7,484,539			
Miles run by freight trains,	16,105,669			
Total mileage of trains earning revenue,	23,590,208			
Miles run by switching trains,	8,842,606			
Miles run by construction and other trains,	629,964			
Grand total train mileage,	33,062,778			

FREIGHT TRAFFIC MOVEMENT (APPROXIMATED).

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:	*Whole tons.*	*Whole tons.*		
Grain,	223,428	893,716	1,117,144	3.47
Flour,	101,764	305,294	407,058	1.26
Other mill products,	41,647	124,942	166,589	.52
Hay,	179,737	44,934	224,671	.70
Tobacco,	14,607	1,622	16,229	.05
Cotton,	. . . . .	21,477	21,477	.07
Fruit and vegetables,	223,650	22,987	246,637	.77
Products of animals:				
Live stock,	101,468	89,496	190,964	.59
Dressed meat,	28,467	63,884	92,351	.29
Other packing house products,	5,653	27,649	33,302	.11
Poultry, game and fish,	26,187	3,590	29,777	.09
Wool,	7,394	22,894	30,288	.09
Hides and leather,	29,446	34,890	64,336	.20
Products of mines:				
Anthracite coal,	13,366,545	3,469,284	16,835,829	52.33
Bituminous coal,	. . . . .	2,222,111	2,222,111	6.91
Coke,	. . . . .	455,220	455,220	1.42
Ores,	786,206	791,941	1,578,147	4.91
Stone, sand and other like articles,	927,253	594,722	1,521,975	4.73
Products of forest:				
Lumber,	886,471	443,235	1,329,706	4.13
Bark,	. . . . .	40,630	40,630	.13
Manufactures:				
Petroleums and other oils,	39,677	196,353	236,030	.73
Sugar,	75,420	7,956	83,376	.26
Naval stores,	9,310	3,581	12,891	.04
Iron, pig and bloom,	1,019,460	406,598	1,426,058	4.43
Iron and steel rails,	199,246	38,577	237,823	.74
Other castings and machinery,	75,410	22,465	97,875	.30
Bar and sheet metal,	541,382	60,150	601,532	1.87
Cement, brick and lime,	381,145	95,286	476,431	1.46
Agricultural implements,	11,505	9,279	20,784	.06
Wagons, carriages, tools, etc.,	9,821	8,476	18,297	.05
Wines, liquors and beers,	48,724	29,762	78,486	.24
Household goods and furniture,	35,096	11,210	46,306	.15
Merchandise,	575,992	512,087	1,088,079	3.38
Miscellaneous, other commodities not mentioned above,	508,412	618,168	1,126,580	3.52
Total tonnage,	20,480,523	11,694,466	32,174,989	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE. Number.	EQUIPPED WITH TRAIN BRAKE. Kind.	CARS FITTED WITH AUTOMATIC COUPLER. Number.	CARS FITTED WITH AUTOMATIC COUPLER. Kind.
Locomotives:					
Passenger,	292	292	Westinghouse.		
Freight,	695	359	do.		
Switching,	157	56	do.		
Total,	1,144	707			
Cars in passenger service:					
First-class passenger cars,	364	364	Westinghouse,	364	Miller.
Second-class passenger cars,	165	165	do.	165	do.
Combination passenger cars,	130	130	do.	130	do.
Emigrant cars,	2	2	do.	2	do.
Baggage, express and postal cars,	134	134	do.	134	do.
Other cars in passenger service,	15	15	do.	15	do.
Total,	810	810		810	
Cars in freight service:					
Box cars,	13,567	400	New York.	1,000	Mather.
		5,147	Westinghouse,	306	Thurmond.
				1,996	Janney.
				3,318	Gould.
				23	Van Dorston.
Flat cars,	4,605	2	do.	268	Gould.
				12	Janney.
				145	Thurmond.
				3	Van Dorston.
Stock cars,	615	305	do.	400	Mather.
Coal cars,	41,034	100	New York.	670	Gould.
				2	Janney.
Refrigerator cars,	357	151		101	Gould.
Other cars,	501			48	Gould.
Total,	60,679	6,105		8,298	
Cars in company's service:					
Gravel cars,	846				
Derrick cars,	65	13	Westinghouse.		
Caboose cars,	508	10	do.	50	Van Dorston.
Other road cars,	940	85	do.	3	Miller.
Total,	2,359	108		53	
Cars contributed to fast freight line service:					
Box cars,	253				
Total owned,	64,101			287	Miller.
Cars leased,	21,952	368	Westinghouse,	13,850	Van Dorston.
				100	Johnson.
Engines leased,	241	61	do.		
Grand total,	86,053	7,391		23,398	

MILEAGE.

MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract or otherwise.	Total mileage operated.	Total mileage operated in Pennsylvania.	New line constructed during year.	RAILS. Iron.	RAILS. Steel.	AVERAGE WEIGHT OF RAILS PER YARD. Iron.	AVERAGE WEIGHT OF RAILS PER YARD. Steel
Miles of single track,	98.40	228.60	1,588.76	1,915.76	1,352.61	200.47	203.97	1,711 79	56-60	70-78
Miles of second track,	98.40	69.80	652.19	820.39	569.91	102.00	3.50	816.89	. . . .	. . .
Miles of yard track, sidings and spurs,	226.80	196.80	1,072.63	1,496.23	1,276.70	33.08	587.74	908.49	. . . .	. . .
Total mileage operated (all tracks),	423.60	495.20	3,313.58	4,232.38	3,199.22	335.55	795.21	3,437.17	. . . .	. . .

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel,	19,297.06	70-90	$30 00	White oak and chestnut,	753,693	$55 26

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	8	119	....	....	1	1	9	120
Falling from trains and engines,	12	23	....	....	1	2	13	25
Overhead obstructions,	3	5	....	....	....	....	3	5
Collisions,	10	18	....	....	....	....	10	18
Derailments,	....	3	....	....	1	....	1	3
Other train accidents,	6	9	....	....	3	4	9	13
At highway crossings,	....	....	1	....	....	....	1	....
At stations	1	1	....	....	1	1	2	2
Other causes,	32	42	1	3	24	49	57	94
Total,	72	220	2	3	31	57	105	280

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	....	18	....	....	....	....	....	18
Derailments,	....	2	1	....	....	....	1	2
Other train accidents,	....	2	11	9	2	....	13	11
At highway crossings,	....	....	1	1	12	11	13	12
At stations,	....	....	1	....	....	2	1	2
Other causes,	2	1	110	100	4	8	116	109
Total,	2	23	124	110	18	21	144	154

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	282	
Number iron	680	
Number wooden	467	
Number combination	2	1,323
Trestles:		
Number	425	412
Aggregate length (feet)	66,221	55,544
Tunnels:		
Number	14	
Maximum length (feet)	13,330	
Minimum length (feet)	9,709	
Aggregate length of all tunnels (feet)	23,705	
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company	1,951.18	
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company	7,371.80	

Gauge of track, ... 4 ft. 8½ in.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization: April 13, 1892.

By what authority incorporated: Pennsylvania, act for the formation and regulation of railroad corporations, April 4, 1868, and amendments.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. J. Antelo	Philadelphia	Third Monday in May, 1893.	
George DeB. Keim	do.	do.	do.
Thomas Dolan	do.	do.	do.
Thomas Cochran	do.	do.	do.
James Boyd	do.	do.	do.
C. Tower, Jr.	do.	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	C. C. Midway	do.
Treasurer	W. A. Church	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Philadelphia and Reading Terminal Railroad Company; road under construction and mileage not yet ascertained.

BONDS OWNED.

Philadelphia and Reading Railroad bonds,	$2,892,000 00
Valuation,	2,772,239 09

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,122,113 49	Capital stock,	$8,500,000 00
Bonds of other companies owned,	2,772,239 09	Funded debt,	9,616 67
Cash and current assets,	2,657 15	Current liabilities,	387,393 06
Total,	$8,897,009 73	Total,	$8,897,009 73

IMPORTANT CHANGES DURING THE YEAR.

$8,200,000 capital stock issued at 8 per cent.

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Date of organization: June 9, 1832.

By what authority incorporated: State of Pennsylvania, February 23, 1832, February 9, 1835, April 13, 1838, April 16, 1838, March 23, 1839, March 17, 1840, June 13, 1842, April 16, 1844, April 16, 1848, May 2, 1855, May 25, 1859, May 29, 1859, April 28, 1864, March 11, 1869.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dorrance,	Bristol, Pa.,	February 15, 1893.
G. B. Roberts,	Philadelphia,	do.
Alexander Biddle,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
J. N. DuBarry,	Philadelphia,	do.
Alexander M. Fox,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 17, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,	John A. Wood,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Trenton Railroad Company.	Philadelphia,	Morrisville, Pa.,	Pennsylvania Railroad Company.	26.50	26.50

Lease dated June 30, 1871, from the United New Jersey Railroad and Canal Company and the Philadelphia and Trenton Railroad Company, for and during the term of 999 years at a yearly rental of ten dollars per share on the outstanding capital stock at the date of the lease (not including 7,650 shares owned by the united companies), the lessee to maintain and operate the railroad and keep the same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and impositions whatever that may be lawfully imposed or laid.

STOCKS OWNED.

Trenton, Delaware Bridge Company, 1,278 shares,	$127,800 00
Trenton and New Brunswick Turnpike Company, 1,200 shares,	21,000 00
Total,	$148,800 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3.713,175 33	Capital stock,	$1.259,100 00
Stocks of other companies owned,	151,455 56	Current liabilities,	1,855,177 33
		Profit and loss,	750,353 56
Total,	$3,864,630 89	Total,	$3,864,630 89

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	10	10
Number iron,	11	11
Trestles:		
Number,	1	1
Aggregate length (feet),	32	32
Telegraph:		
Miles of line owned by this company,	26.50	26.50
Miles of wire owned by this company,	255.41	255.41
Miles of line operated by Pennsylvania Railroad Company, lessee,	76.66	76.66
Miles of wire operated by Pennsylvania Railroad Company, lessee,	255.41	255.41

Gauge of track, ... 4 ft. 9 in.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization: April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the State of Pennsylvania, Delaware and Maryland.

The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company formed by the merger under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the State of Delaware of February 7, 1829, New Castle and Wilmington Railroad Company, chartered by an act of the State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation, was organized February 5, 1838, by the consolidation under authority of an act of Delaware of February 4, 1833, and an act of Maryland of January 20, 1838, and an act of Pennsylvania of December 19, 1837, of the following companies: (1) The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company by act of March 14, 1836. (2) The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland of March 14, 1832, had been merged, by authority of act of Delaware of February 4, 1833, act of Delaware of July 24, 1835, an act of Maryland of March 14, 1836. (3) The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland of March 5, 1832.

The following is a reference to the acts of incorporation and acts supplementary to or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company:

Philadelphia, Wilmington and Baltimore Railroad Company: Acts of Pennsylvania of April 2, 1831 (P. L. p. 353), March 14, 1836 (P. L. p. 86), February 24, 1837 (P. L. p. 20), March 7, 1837 (P. L. p. 39), December, 19, 1837 (P. L. p. 1).

Wilmington and Susquehanna Railroad Company: Acts of Delaware of January 18, 1832 (vol. 8, p. 133), February 4, 1833 (vol. 8, p. 272), January 26, 1835 (vol. 8, p. 351), July 24, 1835 (vol. 9, p. 9), June 17, 1836 (vol. 9, p. 36), January 13, 1837 (vol. 9, p. 59).

Delaware and Maryland Railroad Company: Acts of Maryland of March 14, 1832, 1831 chap. 296; March 21, 1833, 1832 chap. 304; March 9, 1835, 1834 chap. 281; March 14, 1836, 1835 chap. 93; April 1, 1836, 1835 chap. 336; February 23, 1837, 1836 chap. 55.

Baltimore and Port Deposit Railroad Company: Acts of Maryland of March 5, 1832, 1831 chap. 288; March 21, 1833, 1832 chap. 304; January 30, 1834, 1833 chap. 78; April 2, 1836, 1835 chap. 327; March 9, 1837, 1836 chap. 136; January 17, 1838, 1837 chap. 4; January 20, 1838, 1837 chap. 30; March 22, 1838, 1837 chap. 270.

Philadelphia, Wilmington and Baltimore Railroad Company: Acts of Pennsylvania subsequent to consolidation, February 27, 1838 (P. L. p. 39), April 16, 1838 (P. L. p. 462), March 16, 1839 (P. L. p. 100), April 12, 1851 (P. L. p. 707), March 29, 1855 (P. L. p. 142), April 27, 1855 (P. L. p. 349).

Acts of Delaware of January 28, 1839 (vol. 9, p. 205), February 12, 1839 (vol. 9, p. 241), February 14, 1839 (vol. 9, p. 243), February 21, 1843 (vol. 9, p. 517), February 22, 1843 (vol. 9, p. 521), February 12, 1845 (vol. 10, p. 42), January 30, 1847 (vol. 10, p.

121), February 4, 1847 (vol. 10, p. 137), February 23, 1849 (vol. 10, p. 196), February 28, 1853 (vol. 11, p. 81), February 26, 1855 (vol. 11, p. 264), February 10, 1859 (vol. 11, p. 79), February 25, 1859 (vol. 11, p. 759), March 11, 1863 (vol. 12, p. 309), February 23, 1869 (vol. 13, p. 652), March 2, 1871 (vol. 4, p. 125), March 3, 1871 (vol. 14, p. 139), March 25, 1872 (vol. 14, p. 339), April 11, 1873 (vol. 14, p. 338), February 22, 1877 (vol. 15, p. 514), February 10 1881 (vol. 16, p. 670), March 8, 1877 (vol. 15, p. 541), February 27, 1883 (vol. 17, p. 299), February 27, 1883 (vol. 17, p. 302), February 4, 1885 (vol. 17, p. 804).

Acts of Maryland of January 28, 1839, 1838 chap. 126; March 10, 1842, 1841 chap. 307; April 14, 1853, 1852 chap. 138; May 30, 1853, 1853 chap. 411; March 9, 1864, 1864 chap. 211; March 9, 1864, 1864 chap. 335; March 28 1868, 1868 chap. 233.

Southwark Railroad Company: Acts of Pennsylvania of April 2, 1831 (P. L. p. 360), April 14, 1835 (P. L. p. 274), April 15, 1835 (P. L. p. 341), April 5, 1849 (P. L. p. 389), April 9, 1867 (P. L. p. 984).

New Castle and Frenchtown Turnpike and Railroad Company: Acts of Delaware of February 7, 1829 (vol. 7, p. 313), February 7, 1829 (vol. 7, p. 319), January 26, 1831 (vol. 8, p. 57), February 9, 1832 (vol. 8, p. 175), January 22, 1833 (vol. 8, p. 207), February 16, 1841 (vol. 9, p. 376), February 21, 1843 (vol. 9, p. 515), February 24, 1847 (vol. 10, p. 206), February 7, 1849 (vol. 10, p 287), February 23, 1849 (vol. 10, p. 354), February 7, 1852 (vol. 10, p. 652), March 4, 1857 (vol. 11, p. 521), March 19, 1863 (vol. 12, p. 333), March 2, 1867 (vol. 13, p. 218), March 24, 1875 (vol. 15, p. 177), February 22, 1877 (vol. 15, p. 514).

Acts of Maryland of 1809, chap. 64; March 14, 1828, 1827 chap. 207; March 14, 1829 1828 chap. 198; February 9, 1830, 1829 chap. 64; February 7, 1842, 1841 chap. 265; February 28, 1850, 1849 chap. 249; March 10, 1856, 1856 chap. 249.

New Castle and Wilmington Railroad Company: Acts of Delaware of February 19, 1839 (vol. 9, p. 376), February 2, 1847 (vol. 10, p. 131), January 16, 1852 (vol. 10, p. 662), February 26, 1852 (vol. 10, p. 705), February 22, 1877 (vol. 15, p. 514).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	233 South Fourth street. Philadelphia,	January 9, 1893.
Jacob Tome,	Port Deposit, Md.,	do.
William Sellers,	1600 Hamilton street, Philadelphia,	do.
Frank Thompson,	233 South Fourth street, Philadelphia,	do.
John P. Green,	233 South Fourth street, Philadelphia,	do.
J. N. DuBarry,	233 South Fourth street, Philadelphia,	do.
Henry D. Welsh,	Wissahickon Heights Chestnut Hill, Phila.,	do.
B. B. Comegys,	Philadelphia National Bank,	do.
Benjamin F. Newcomer,	15 and 16 Spear's Wharf, Baltimore, Md.,	do.
Edward Lloyd,	Tunis Mills, Talbot county, Md.,	do.
Skipwith Willmer,	207 North Calvert street, Baltimore, Md.,	do.
E. T. Warner,	Wilmington, Del.,	do.
German H. Hunt,	233 East German street, Baltimore, Md.,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Preston Lea,	Wilmington, Del.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	233 South Fourth st., Philadelphia.
Vice President,	Frank Thompson,	233 South Fourth st., Philadelphia.
Secretary,	J. C. Sims,	233 South Fourth st., Philadelphia.
Treasurer,	Robert W. Smith,	233 South Fourth st., Philadelphia.
General Solicitor,	John Scott,	243 South Fourth st., Philadelphia.
Comptroller,	Robert W. Downing,	233 South Fourth st., Philadelphia.
Assistant Comptroller,	M. Riebenack,	233 South Fourth st., Philadelphia.
General Manager,	Charles E. Pugh,	233 South Fourth st., Philadelphia.
Chief Engineer,	William H. Brown,	233 South Fourth st., Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Philadelphia, Wilmington and Baltimore railroad.	Philadelphia, ...	Baltimore, Md., . . .	94.99	17.50
Southwark branch.	Broad st., Phila., . .	Dock street, Phila., .	1.71	1.71
Brandywine branch, ...	Landlith, Del., ...	Augustine Mill, Del.,	2.14	. . . . .
Newark and Delaware City branch, .	Newark, Del., ...	Delaware City, Del., .	11.79	. . . . .
New Castle and Wilmington branch,	Delaware Junc., Del.,	Shellpot Crossing, Del.	.96	. . . . .
Shellpot branch, ...	Edgemoor, Del., . . .	Near Newport, Del., .	5.30	. . . . .
Total, ...	. . . . .	. . . . .	21.90	1.71
Delaware railroad—Main line. . . .	Shellpot Crossing, Del.	Delmar, Del., ...	95.22	. . . . .
New Castle Cut-off, ...	Junc. Shellpot branch, Del.	New Castle, Del., . .	5.51	. . . . .
Branch, ...	Townsend, Del., . . .	Masseys, Md., ...	9.25	. . . . .
Branch, ...	Clayton, Del., ...	Smyrna, Del., ...	1.29	. . . . .
Branch, ...	Seaford, Del., ...	Near Oak Grove, Del.,	5.73	. . . . .
Delaware and Chesapeake railway, .	Clayton, Del., ...	Oxford, Md., ...	54.30	. . . . .
Queen Anne and Kent railroad, . . .	Masseys, Md., ...	Centreville, Md., . .	25.90	. . . . .
Cambridge and Seaford railroad, .	Near Oak Grove., Del.,	Cambridge, Md., . . .	27.24	. . . . .
Delaware, Maryland and Virginia railroad, ...	Harrington, Del., . . Georgetown, Del., . .	Rehoboth, Del, . . Franklin City, Va., .	97.53	. . . . .
Philadelphia and Baltimore Central railroad—Main line.	West Philadelphia, . .	Octoraro Junc., Md.,	62.72	53.39
Branch, ...	Wawa, Pa., ...	West Chester, Pa., .	9.33	9.33
Branch, ...	Brandywine Summit, Pa.,	Kaoline Works, Pa., .	1.63	1.63
Chester Creek railroad, ...	Lennl. Pa., ...	Lamokin, Pa., ...	6.69	6.69
Baltimore and Potomac railroad, .	Baltimore, Md., . . . Bowie, Md., ...	So. and Long bridge, D. C. Pope's Creek, Md., .	43.36 48.67	. . . . .
Catonsville Short Line railroad, . .	London Park, Md., . .	Catonsville, Md., . .	3.80	. . . . .
Washington Southern railway, . . .	Junc. Balto. and Pot. So. end Long bridge, D. C.,	Quantico, Va., and Branch.	34.67	. . . . .
Total, ...	. . . . .	. . . . .	532.84	71.04
Total mileage operated, ...	. . . . .	. . . . .	649.73	90.25

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Delaware Railroad Company registered mortgage, ...	$103,500 00	6 per cent.	$6,210 00
Delaware Railroad Company 4½ per cent., ...	500,000 00	4½ per cent.	22,500 00
Delaware and Chesapeake Railway Company mortgage coupon, ...	57,000 00	4 per cent.	2,240 00
Philadelphia and Baltimore Central Railroad Company registered.	100,000 00	4½ per cent.	4,500 00
Worcester Railroad Company first mortgage coupon, . . .	336,000 00	6 per cent.	. . . . .
Junction and Breakwater Railroad Company second mortgage coupon, ...	250,000 00	6 per cent.	. . . . .
Total, ...	$1,346,500 00	. . . . .	$35,450 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Cambridge and Seaford Railroad Company,	$500,000 00		
Delaware Railroad Company,	1,181,325 00	6 per cent.	$70,320 00
Delaware, Maryland and Virginia Railroad Company,	326,200 00		
Junction Railroad Company,	86,550 00	40 per cent.	34,620 00
Philadelphia and Baltimore Central Railroad Company,	2,495,450 00		
Delaware and Chesapeake Railway Company,	600,000 00		
Queen Aanne and Kent Railway Company,	164,750 00		
South Chester Railroad Company (instalment),	25,000 00		
Total,	$5,379,275 00		$104,940 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$15,414,753 27	Capital stock,	$11,819,350 00
Cost of equipment,		Funded debt,	5,527 598 33
Bonds of other companies owned,	1,025,581 69	Current liabilities,	1,907,623 14
Stocks of other companies owned,	2,379,219 35	Sinking fund,	476,000 00
Cash and current assets,	1,536,766 30	Profit and loss,	1,680,229 83
Other assets:			
Sinking fund,	512,000 00		
Sundries,	2,478 58		
Material and supplies,	540,002 11		
Total,	$21,410,801 30	Total,	$21,410,801 30

IMPORTANT CHANGES DURING THE YEAR.

The Philadelphia, Wilmington and Baltimore Railroad Company sold to the Delaware Railroad Company, as of July 1, 1891, the following lines:

New Castle and Wilmington branch—Portion from Shellpot Branch Crossing to New Castle, Del.,	4.43 miles.
New Castle and Frenchtown branch—From New Castle to Porter, Del.,	6.77 "
New Castle branch—From Junction New Castle and Wilmington branch to Junction Shellpot branch,	5.51 "
	16.71 "

On November 1, 1891, Philadelphia, Wilmington and Baltimore Railroad Company began operating:

Baltimore and Potomac railroad, including Catonsville Short Line railroad,	95.83 miles.
Washington Southern railway,	34.67 "
Changes in length of line due to re-measurements,	.13 "
	130.63 "

Securities acquired during the year:

	Par value.
Delaware railroad bonds, 4½ per cent.,	$500,000 00
Delaware and Chesapeake railway bonds, 4 per cent.,	1,000 00
Worcester railroad bonds, 6 per cent.,	336,000 00
Junction and Breakwater Railroad bonds, 6 per cent.,	250,000 00
Delaware railroad stock,	435,325 00
Delaware, Maryland and Virginia railway stock,	326,200 00

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract.

United States mails carried.

Sleeping cars furnished by Pullman Palace Car Company under contract; Pennsylvania railroad and Pullman parlor and dining cars used.

Agreement beteen the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company; the Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins, receiver; Alexandria and Washington Railroad Company, and the Washington, Ohio and Western Railroad Company, dated January 7, 1885.

Agreement with Western Union Telegraph Company.

EMPLOYES AND SALARIES.

CLASS	Number.	Total yearly compensation.	Average daily compensation.
General officers,	28	$58,748 02	$5 73
General office clerks,	215	187,385 71	2 38
Station agents,	260	150,138 34	1 60
Other station men,	580	273,983 63	1 51
Enginemen,	248	291,381 43	3 75
Firemen,	255	144,503 96	1 82
Conductors,	240	229,845 17	3 06
Other trainmen,	695	382,776 20	1 76
Machinists,	264	195,340 28	2 36
Carpenters,	398	248,102 77	2 00
Other shopmen,	493	252 238 73	1 70
Section foremen,	169	117,548 58	1 90
Other trackmen,	1,480	548,217 75	1 18
Switchmen, flagmen and watchmen,	421	184,685 88	1 40
Telegraph operators and dispatchers,	290	189,192 25	2 08
Employes—account of floating equipment,	8	5,132 33	2 05
All other employes and laborers,	790	378,884 09	1 55
Total (including general officers),	6,834	$3,838,105 12	$1 77
Less general officers,	28	58,748 02	5 73
Total (excluding general officers),	$6,806	$3,779,257 10	$1 75
Distribution of above (estimated):			
General administration,	243	$246,133 73	$2 77
Maintenance of way and structures,	2,036	855,409 49	1 32
Maintenance of equipment,	1,483	843,720 18	1 85
Conducting transportation,	3,072	1,892,841 72	1 94
Total,	6,834	$3,838,105 12	$1 77

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	28	11
Number iron,	49	13
Number wooden,	5	1
Trestles:		
Number,	23	
Aggregate length (feet),	11,587	
Telegraph:		
Miles of line owned by this company,	21.30	9
Miles of wire owned by this company,	47.80	24
Miles of line operated by this company,	119.25	28.50
Miles of wire operated by this company,	620.26	165

Gauge of track, ... 4 ft. 9 in.

PICKERING VALLEY RAILROAD COMPANY.

Date of organization: April 3, 1869.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. McLeod,	Philadelphia,	Second Monday in January, 1893.
John Oberholtzer,	Norristown, Pa.,	do. do.
Samuel Holman,	Chester Springs, Pa.,	do. do.
Francis Hallman,	Chester Springs, Pa.,	do. do.
H. K. Brownback,	Downingtown, Pa.,	do. do.
Morris Fassell,	Chester Springs, Pa.,	do. do.
Daniel Keely,	Uwchland, Pa.,	do. do.
Jacob Beerbrower,	Uwchland, Pa.,	do. do.
Jos. J. Tustin,	Chester Springs, Pa.,	do do.
Levi B. Kaler,	Phœnixville, Pa.,	do. do.
Levi Oberholtzer,	Phœnixville, Pa.,	do. do.
Horace Latshaw,	Anselma, Pa.,	do. do.
Jacob Emery,	Chester Springs, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welch,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pickering Valley railroad,	Phœnixville,	Byers, Pa.,	Philadelphia and Reading railroad.	11.30	11.30

Leased to the Philadelphia and Reading Railroad Company for twenty-nine years, from September 1, 1877. Lessee pays all expenses of operating, and to this company as rental, a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$481,399 08	Capital stock	$95,655 00
Cash and current assets	140 46	Funded debt	332,300 00
Profit and loss	491,565 79	Current liabilities	539,335 08
		Accrued interest on funded debt not yet payable	5,815 25
Total	$973,105 33	Total	$973,105 33

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$240 00	....
Total	3	$240 00	
Distribution of above:			
General administration	3	$240 00	$0 26
Total	3	$240 00	$0 26
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	3	$240 00	$0 26

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	3	3
Number wooden	4	4
Total	7	7
Trestles:		
Number	2	2
Aggregate length (feet)	872	872

Gauge of track, 4 ft. 8½ in.

PINE CREEK RAILWAY COMPANY.

Date of organization: February 17, 1870.
By what authority incorporated: State of Pennsylvania, page 149 pamphlet laws.
Operated by Fall Brook Coal Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt.	New York city,	January 9, 1893.
William K. Vanderbilt,	New York city,	do.
Chauncey M. Depew,	New York city,	do.
H. McK. Twombly,	New York city,	do.
George J. Magee,	Watkins, N. Y.,	do.
Anton Hardt,	Wellsboro, Pa.,	do.
M. E. Olmsted,	Harrisburg, Pa.,	do.
William Howell,	Antrim, Pa.,	do.
George F. Baer,	Reading, Pa.,	do.
J. W. Bailey.	Wellsboro, Pa.,	do.
Walter Sherwood,	Wellsboro, Pa.,	do.
Jefferson Harrison,	Wellsboro, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Wellsboro, Pa.
Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry Sherwood,	Wellsboro, Pa.
Vice President,	George J. Magee,	Corning, N. Y.
Secretary and Treasurer,	E. V. W. Rossiter.	Grand Central Station, New York.
Chief Engineer,	Anton Hardt.	Corning, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
Pine Creek railway,	Stockdale Junction, Pa..	Newberry Junction, Pa.	Fall Brook Coal Company.	74.8	74.8

This road is operated by the Fall Brook Coal Company, under contract of lease, dated December 18, 1882, the lessee paying thirty per cent. of the gross earnings, as rental in full under said lease. Lease twenty years from June 30, 1883.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,637,379 61	Capital stock,	$1,000,000 00
Cash and current assets,	3,816 35	Funded debt,	3,579,000 00
Profit and loss,	305,976 64	Current liabilities,	350,277 60
		Accrued interest on funded debt not yet payable,	17,895 00
Total,	$4,947,172 60	Total,	$4,947,172 60

IMPORTANT CHANGES DURING THE YEAR.

$43,000.00 second mortgage bonds redeemed and canceled.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The first mortgage bonds are guaranteed by the New York Central and Hudson River Railroad Company, the Philadelphia and Reading Railroad Company and the Corning, Cowanesque and Antrim Railway Company.

PINE CREEK RAILWAY—FALL BROOK COAL COMPANY LESSEE AND OPERATOR.

Date of organization: May 12, 1859.

By what authority incorporated: Special act, pamphlet laws State of Pennsylvania, year 1859, page 745; supplement pamphlet laws State of Pennsylvania, year 1865, page 910; supplement pamphlet laws State of Pennsylvania, year 1870, page 185.

BOARD OF MANAGERS OF THE FALL BROOK COAL COMPANY.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George J. Magee,	Watkins, N. Y.,	November, 1892.
Daniel C. Howell,	Bath, N. Y.,	do.
Daniel Beach,	Watkins, N. Y.,	do.
John Lang,	Watkins, N. Y.,	do.
Henry Sherwood,	Wellsboro, Pa.,	do.
Alfred L. Edwards,	New York city,	do.
John Magee,	Watkins, N. Y.,	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George J. Magee,	Corning, N. Y.
First Vice President and Treasurer,	John Lang,	do.
Second Vice President and Counsel,	Daniel Beach,	do.
Secretary and Assistant Treasurer,	John H. Lang,	do.
Chief Engineer,	S. T. Hayt, Jr.,	do.
Auditor,	Wm. Nicholson,	do.
General Superintendent,	George R. Brown,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pine Creek railway	Stokesdale Junction, Pa.,	Newberry Junction. Pa.	74.80	74.80

CONTRACTS, AGREEMENTS, ETC.

American Express Company, pay first-class rates on all merchandise, and mileage proportion on packages; cars furnished express company and maintained.

Compensation fixed by United States Government, $5,838.87 per annum.

The Blue Line, Red Line, White Line, Midland Line, Nickel Plate Line, West Shore Hoosac Tunnel Line, Merchants' Despatch Line and Southwest Despatch Line. Each of the lines furnish their own cars at regular mileage rates.

Beech Creek railway, trackage on twelve miles South Jersey Shore.

Western Union Telegraph Company, for use of line allow one-half of gross receipts.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	11	$17,850 00	. . . . .
General office clerks	23	11,170 81	$1 54
Station agents	12	5,760 00	1 52
Other station men	25	10,905 97	1 39
Enginemen	31	38,665 18	3 63
Firemen	33	21,811 35	2 09
Conductors	27	18,030 60	2 12
Other trainmen	81	39,000 52	1 52
Machinists	21	13,031 55	1 97
Carpenters	30	18,916 11	2 13
Other shopmen	29	18,718 06	1 90
Section foremen	15	8,032 50	1 70
Other trackmen	141	55,813 03	1 25
Switchmen, flagmen and watchmen	7	3,633 96	1 73
Telegraph operators and dispatchers	15	8,819 52	1 85
Total	501	$290,159 16	$1 20
Distribution of above:			
General administration	34	$29,020 81	. . . . .
Maintenance of way and structures	185	78,246 00	. . . . .
Maintenance of equipment	50	30,712 50	. . . . .
Conducting transportation	232	152,179 85	. . . . .
Total	501	$290,159 16	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	417	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	5	5
Number iron	23	23
Number wooden	21	21
Trestles:		
Number	7	7
Aggregate length (feet)	3,829	3,829
Telegraph:		
Miles of line operated by this company	75	75
Miles of wire operatod by this company	150	150

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, or which operate over the line of this road: The Red Line, Blue Line, White Line, Midland Line, Nickel Plate Line, West Shore and Hoosac Tunnel Line, Merchants' Despatch, Southwest Despatch Line.

PITTSBURG AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1871.

By what authority incorporated: Charter from State of Pennsylvania, and special act dated February 21, 1872; special act dated April 5, 1873.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James M. Bailey	Pittsburg	February, 1893.
W. H. Brunt	Castle Shannon, Pa.	do.
James R. Redman	101 North avenue, Allegheny City	do.
H. T. Morris	60 Fourth avenue, Pittsburg	do.
J. M. Conroy	Allegheny City	do.
Jacob Geib	Thirty-second ward, Pittsburg	do.
Charles Zugsmith, Jr.	Allegheny City	do.
H. Danna Rolfe	154 Third avenue, Pittsburg	do.
P. F. Schuchman	Pittsburg	do.
L. S. McKallip	Pittsburg	do.

Date of last meeting of stockholders for election of directors: February 17, 1892.

Postoffice address of general office: 50 Carson street, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS
President	Walter Chess	Pittsburg.
Vice President	James M. Bailey	Pittsburg.
Secretary, Treasurer	E. J. Reamer	50 Carson street, Pittsburg.
Chief Engineer	Samuel Duscher	50 Carson street, Pittsburg.
General Solicitor, Attorney or Counsel	S. Schoyer, Jr.	Pittsburg.
General Manager	O. A. Rogers	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg and Castle Shannon Railroad Company.	Pittsburg, ...	Arlington, ...	6.50	6.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$352,498 47	Capital stock, ...	$481,400 00
Cost of equipment, ...	30,469 93	Funded debt, ...	231,774 40
Lands owned, real estate, ...	17,412 25	Current liabilities, ...	50,364 25
Lands owned, coal, ...	71,518 65	Accrued interest on funded debt not yet payable.	5,000 00
Cash and current assets, ...	8,854 53		
Other assets, ...	275 00		
Sundries, ...	3,341 00		
Profit and loss, ...	284,168 82		
Total, ...	$768,538 65	Total, ...	$768,538 65

IMPORTANT CHANGES DURING THE YEAR.

Incline No. 2, near completion, June 30, 1892. Length, 2,300 feet.

CONTRACTS, AGREEMENTS, ETC.

Mails.—Receive for carrying five small pouches daily each way, $258.20.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers, ...	2	$2,750 00
Coal miners by contract, ...	72	30,692 85
Coal department, nut.	40	19,945 25
Railroad passenger and repair men, ...	37	21,354 70
Total, ...	151	$74,742 80

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron (feet), ...	330 and 75
Trestles:	
Number, ...	4
Aggregate length (feet), ...	1,530
Tunnels:	
Number, ...	1
Aggregate length of all tunnels (feet), ...	1,700
Telephone:	
Miles of line operated by this company, ...	6
Miles of wire operated by this company, ...	24
Miles of line owned by this company, ...	6
Miles of wire owned by this company, ...	6
Gauge of track, ...	3 ft. 4 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock.yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Eight lots on Cameron street; 207 feet Coal Incline Plane right of way; coal yard on Mt. Washington; tunnel right of way and right of way for incline No. 2, 2,100 feet long from John H., and James M. Bailey, for $2,800 for year, lease expires 1912.

PITTSBURG, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1881.
By what authority incorporated: Act approved April 4, 1868.

OFFICERS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John E. Davidson,	Pittsburg,	January, 1893.
J. J. Turner,	do.	do.
J. T. Brooks,	do.	do.
J. M. Bailey,	do.	do.
J. G. Robinson,	do.	do.
J. H. Reed,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James McCrea,	Pittsburg.
Secretary,	R. T. Hill,	do.
Treasurer,	T. H. B. McKnight,	do.
Accouutant,	R. T. Hill,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Chartiers,	Junction No. 1,	8.3	8.3
Painter's Run branch,	Junction No. 2,	Beadling,	1.8	1.8
Thom's Run hranch,	Junction No. 2,	Beechmont,	5.1	5.1
Under contract,	Junction No. 1,	Junction No. 2,	2.4	2.4
Total mileage operated,			17.6	17.6

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$935,541 37	Capital stock,	$700,000 00
Cost of equipment,	243,959 65	Funded debt,	700,000 00
Cash and current assets,	44,885 33	Current liabilities,	15,314 92
Profit and loss,	202,728 57	Accrued interest on funded debt not yet payable,	11,800 00
Total,	$1,427,114 92	Total,	$1,427,114 92

IMPORTANT CHANGES DURING THE YEAR.

The outstanding second mortgage bonds of this company, amounting to $307,000, at September 30, 1891, were exchanged and retired for the general mortgage bonds dated April 1, 1892.

The capital stock of this company was increased from $600,000 to $1,000,000, April 1, 1892

CONTRACTS, AGREEMENTS, ETC.

This company pays the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, for use of 2.36 miles of track of the Chartiers division of that railway, a fixed annual rental of $2,973.60, the same being one-half of the interest at seven per centum upon the estimated value of said portion of said railway, which value is fixed at $36,000 per mile.

In addition to the fixed annual rental this company pays to the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company for use of said track a proportionate cost of all expenses of renewing, maintaining and perpetuating the track, based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$850 00	
General office clerks,	3	3,780 00	$2 67
Station agents,	4	1,839 03	1 95
Other station men,	2	1,403 28	1 91
Enginemen,	6	5,501 44	3 50
Firemen,	7	3,084 66	1 90
Conductors,	6	4,950 14	2 80
Other trainmen,	21	9,459 10	1 80
Machinists,	2	1,384 93	2 40
Carpenters,	12	6,354 59	2 33
Other shopmen,	29	13,736 87	1 77
Section foremen,	5	2,919 79	1 70
Other trackmen,	47	12,727 19	1 25
Switchmen, flagmen and watchmen,	1	465 62	1 33
Telegraph operators and dispatchers,	5	2,019 52	1 72
Total,	152	$70,476 16	
Distribution of above:			
General administration,		$4,630 00	
Maintenance of way and structures,		18,671 30	
Maintenance of equipment,		18,452 07	
Conducting transportation,		28,722 79	
Total,		$70,476 16	
Employes in Pennsylvania: Total number of employes in Pennsylvania,	152		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	6	6
Number wooden,	6	6
Trestles:		
Number,	9	9
Aggregate length (feet),	5,965	5,965
Tunnels:		
Number.	1	1
Maximum length (feet),	326	326
Telegraph:		
Miles of line owned by this company,	16 4	16.4
Miles of wire owned by this company,	22.9	22.9
Gauge of track,		4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The general mortgage dated April 1, 1892, amounting to $1,000,000, provides as follows, viz: That on the first day of April, 1894, and annually on the first day of April thereafter the company will provide out of its net earnings a sinking fund equal to the aggregate of one per centum on the then outstanding issue of said bonds. The first mortgage bonds now outstanding, amounting to $320,000, are fundable into the general mortgage bonds dated April 1, 1892.

PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of consolidation: June 10, 1890.

By what authority incorporated: Incorporated under the laws of Pennsylvania, Ohio, Indiana and Illinois, as per copy of agreement of consolidation, filed with report for nine months ended June 30, 1891.

If a consolidated company, name the constitutent companies: This company is a consolidation, taking effect October 1, 1890, of the Pittsburg, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburg Railroad Company, the Cincinnati and Richmond Railroad Company and Jeffersonville, Madison and Indianapolis Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	April, 1895.
Frank Thomson,	Philadelphia,	April, 1895.
J. N. DuBarry,	Philadelphia,	April, 1895.
Jno. P. Green,	Philadelphia,	April, 1895.
James McCrea,	Pittsburg	April, 1894.
Thomas D. Messler,	Pittsburg,	April, 1894.
W. H. Barnes,	Philadelphia,	April, 1894.
Henry H. Houston,	Philadelphia,	April, 1893.
J. T. Brooks,	Pittsburg,	April, 1893.
John E. Davidson,	Pittsburg,	April, 1893.
Briggs S. Cunningham,	Cincinnati, Ohio,	April, 1896.
George Willard,	Chicago, Ills.,	April, 1896.
William Stewart,	Pittsburg,	April, 1896.

Date of last meeting of stockholders for election of directors: April 12, 1892.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburg.
Second Vice President,	J. T. Brooks,	Pittsburg.
Third Vice President,	Thomas D. Messler,	Pittsburg.
Fourth Vice President,	John E. Davidson,	Pittsburg.
Secretary,	S. B. Liggett,	Pittsburg.
Treasurer,	T. H. B. McKnight,	Pittsburg.
Assistant Treasurer,	M. C. Spencer,	Pittsburg.
Chief Engineer,	M. J. Becker,	Pittsburg.
General Counsel,	J. T. Brooks,	Pittsburg.
Assistant Counsel,	J. J. Brooks,	Pittsburg.
Comptroller,	John W. Renner,	Pittsburg.
Assistant Comptroller,	Albert McElevey,	Pittsburg.
Auditor Freight Receipts,	John M. Lyon,	Pittsburg.
Auditor Passenger Receipts,	J. P. Farley,	Pittsburg.
Auditor Disbursements,	James Instan,	Pittsburg.
General Manager,	Joseph Wood,	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg division,	Birmingham (South Pittsburg), Pa.	Columbus, O.,	*189.42	33.84
Indianapolis division.	Columbus, O.,	Indianapolis, Ind.,	187.11	. . . . .
Richmond division,	Richmond Junc., Ind..	Anoka, Ind.,	102.22	. . . . .
Richmond division,	Rendcomb Junc., O..	Hamilton Junc., O.,	24.47	. . . . .
Richmond division,	New River Junc., O.,	Indiana State Line,	35.55	. . . . .
Richmond division,	Ohio State Line,	Indianapolis Division Junction, Ind.	3.77	. . . . .
Chicago division,	Bradford, O..	Chicago, Ills,	230.98	. . . . .
Chicago division,	Logansport, Ind.,	Effner, Ind.,	60.19	. . . . .
Louisville division,	Indianapolis, Ind.,	Jeffersonville, Ind.,	108.40	. . . . .
Bridgeville and McDonald branch,	Bridgeville, Pa.,	Rend's Mines, Pa.,	7.81	7.81
New Cumberland branch,	New Cumberland Junction, W. Va.,	New Cumberland, W. Va.	10.37	. . . . .
Cadiz branch,	Cadiz Junc., O.,	Cadiz, O.,	7.85	. . . . .
New Albany branch,	Jeffersonville, Ind..	New Albany, Ind.,	4.54	. . . . .
Jeffersonville branch,	Junc. of N. A. branch,	Main line, Jeffersonville, Ind.	1.47	. . . . .
Madison branch,	Columbus, Ind.,	Madison, Ind.,	44.90	. . . . .
Cambridge branch,	Columbus, Ind.,	Cambridge, Ind.,	63.04	. . . . .
Steubenville extension,	Pittsburg,	Birmingham (South Pittsburg), Pa.	1.23	1.23
Union depot tracks, Columbus, O.,	East end of depot yard,	High street,	.25	. . . . .
Union railway, Indianapolis,	Terminal tracks connecting,	Main line with depot,	.77	. . . . .
Lake Erie and Western railroad,	Indianapolis, Ind.,	Kokomo, Ind.,	54.23	. . . . .
Cincinnati, Hamilton and Dayton railroad.	Hamilton Junc., O.,	New River Junc., O.,	1.53	. . . . .
Louisville bridge,	Jeffersonville, Ind.,	Louisville, Ky.,	2.45	. . . . .
Little Miami railroad,	Columbus, O.,	Cincinnati, O.,	119.35	. . . . .
	Xenia, O.,	Springfield, O.,	19.31	. . . . .
	Xenia, O.,	Indiana State Line,	53.34	. . . . .
Cincinnati Street Connecting railway.	L. M. R. R. in Cincinnati, O.,	C. C., C. & St. L. railroad in Cincinnati.	2.49	. . . . .
Ohio Connecting railway,	P. C., C. & St. L. railway in Pittsburg,	P., F., W. & C. railway in Allegheny, Pa.	3.27	3.27
Chartiers railway,	Mansfield, Pa.,	Washington, Pa.,	22.76	22.76
Chartiers Connecting railway in Washington, Pa.	Terminus of Chartiers railway,	Terminus of W. W. R. R.	.72	.72
Pittsburg, Wheeling and Kentucky railroad.	Wheeling Junction, W. Va.,	Benwood, W. Va.,	28.04	. . . . .
Englewood Connecting railway, Fifty-ninth street, Chicago.	P., C., C. & St. L. railway in Chicago,	P., F., W. & C. railway in Chicago.	2.35	. . . . .
Total mileage operated,			1,394.18	69.63

*This company owns an undivided half of 33.02 miles of track between Newark and Columbus, included above as part of main line of Pittsburg division.

BONDS OWNED.

Pittsburg, Chartiers and Youghiogheny Railway Company, general mortgage gold bonds (rate—4 per cent),	$12,000 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Little Miami Elevator Company,	$20,000 00		
Union Depot Company, Columbus, Ohio,	37,298 75	8 per cent.	$2,983 90
Englewood Connecting Railway Company,	98,500 00		
Pittsburg, Chartiers and Youghiogheny Railway Company,	359,000 00		
Anderson Belt Railway Company,	32,250 00		
Total par value,	$538,048 75		$2,983 90
Total value as carried on company's books.	$327,898 30		

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$90,283,270 26	Capital stock,	$47,966,691 04
Bonds of other companies owned,	12,000 00	Funded debt,	42,412,370 00
Stocks of other companies owned,	327,898 30	Current liabilities,	3,358,432 86
Car trust equipment,	576,370 00	Deferred liabilities.	1,059,302 18
Cash and current assets,	3,184,420 50	Accrued interest on funded debt not yet payable,	520,957 08
Other assets:		Profit and loss,	290,600 67
Sinking fund,	464,072 63		
Sundries,	405,069 04		
Betterments to leased roads,	355,253 10		
Total,	$95,608,353 83	Total,	$95,608,353 83

IMPORTANT CHANGES DURING THE YEAR.

All new mortgages or stock issued: $13,575,000.00 consolidated mortage bonds of this company bearing 4½ per cent. interest per annum, together with $4,072,500.00 of common stock were issued in exchange for Chicago, St. Louis and Pittsburg Railroad Company 5 per cent. consolidated mortgage bonds surrendered and canceled in accordance with agreement.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of gross receipts from oyster traffic.

Mails—The United States government pays this company for transportation of mails, a fixed rate per mile of road, decided by the extent of actual service performed, based on the weight of mail matter carried for thirty consecutive days during each quadrennial period. Additional compensation is allowed for special fast service and also for postal car service.

Sleeping, Parlor or Dining Car Companies—Pullman's Palace Car Company furnishes its cars for use over the lines of this company, maintaining the same and collecting from passengers from 25 cents to $2.50 each for single seat or berth according to distance, in addition to railroad fare, collected by this company. In case the cars running between Pittsburg and Indianapolis *via* Dayton fail to earn for the Pullman Company an average of $7,500 per car per annum this company pays the Pullman Company three cents per car per mile run by its cars, or so much thereof as may be necessary to increase the average gross earnings to $7,500 per car per annum. It also furnishes the dining cars run between Pittsburg and Indianapolis, for which this company pays a fixed rental and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or Transportation Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the carnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies—This company receives rental for portions of its roadway, yards and terminals under contracts with sundry companies and pays for terminals, etc., under contracts with other companies.

Telegraph Companies—The Western Union Telegraph Company is granted the privilege of use of this company's lines, paying a fixed rental therefor.

Other Contracts—The Union News Company pays this company a fixed rental for use of privileges granted over its lines.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	67	$154,973 97	
General office clerks	537	420,606 26	$2 50
Station agents	272	164,613 06	1 67
Other station men	838	445,134 45	1 58
Enginemen	496	619,855 39	3 68
Firemen	504	335,617 02	1 98
Conductors	446	488,840 83	3 11
Other trainmen	1,038	744,516 03	2 05
Machinists	386	280,042 52	2 45
Carpenters	497	304,177 71	2 02
Other shopmen	1,721	870,796 87	1 65
Section foremen	257	130,470 85	1 51
Other trackmen	1,774	681,978 69	1 23
Switchmen, flagmen and watchmen	611	312,467 66	1 46
Telegraph operators and dispatchers	374	245,600 08	1 86
All other employes and laborers	1,424	784,892 82	1 61
Total	11,242	$6,984,584 21	$1 88
Distribution of above:			
General administration	604	$575,580 23	$3 04
Maintenance of way and structures	2,031	812,449 54	1 27
Maintenance of equipment	2,604	1,455,017 10	1 84
Conducting transportation	6,003	4,141,537 34	2 00
Total	11,242	$6,984,584 21	$1 88
Employes in Pennsylvania:			
Total number of employes in Pensylvania	1,272		
Total yearly compensation of employes in Pennsylvania		$862,373 13	$1 79

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	166	20
Number iron,	370	14
Number wooden,	128	3
Number combination,	1	. . . . .
Trestles:		
Number,	414	7
Aggregate length (feet),	44,688	480
Tunnels:		
Number,	12	6
Maximum length,	3,274	2,374
Minimum length,	286	286
Aggregate length of all tunnels (feet),	14,363	5,733
Telegraph:		
Miles of line owned by this company jointly with Western Union Telegraph Company,	1,118	32.4
Miles of wire owned by this company,	3,188.3	262.4
Miles of line operated by this company jointly with Western Union Telegraph Company,	1,118	32.4
Miles of wire operated by this company,	3,188.3	262.4
Miles of line operated by Western Union Telegraph Company,	30.8	1.5
Miles of wire operated by Western Union Telegraph Company,	4,865.1	331.4
Miles of line operated by Western Union Telegraph Company jointly with this company,	1,118	32.4

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? A sinking fund of one per cent. per annum on bonds outstanding, to be paid out of net earnings, and the annual interest on bonds before purchased by said fund for payment of Pittsburg, Cincinnati, Chicago and St. Louis Railway Company's consolidated 4½ per cent. bonds. A sinking fund of not less than $15,000.00 per annum for payment of J. M. & I. R. R. Co.'s first mortgage 7 per cent. bonds.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PITTSBURG AND CONNELLSVILLE RAILROAD COMPANY.

Date of organization: June 11, 1846.

By what authority incorporated: State of Pennsylvania. Acts April 3, 1837, April 18, 1843, April 19, 1843, April 3, 1846, April 10, 1846, April 17, 1846, March 15, 1847, March 15, 1847, March 27, 1848, March 20, 1849, March 31, 1853, April 12, 1853, April 18, 1853, April 21, 1853, March 3, 1854, April 6, 1854, April 19, 1854, April 26, 1854, March 2, 1855, March 21, 1855, April 3, 1856, April 11, 1856, January 27, 1857, April 11, 1863, April 14, 1863, August 19, 1864, April 17, 1866.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith,	Cincinnati, O.,	First Monday in December, 1892.
Robert Garrett,	Baltimore, Md.,	do. do.
Mendes Cohen,	Baltimore, Md.,	do. do.
Findley H. Burns,	Baltimore, Md.,	do. do.
John D. Scully,	Pittsburg,	do. do.
George A. Berry,	Pittsburg,	do. do.
John W. Chalfant,	Allegheny, Pa.,	do. do.
Charles L. Fitzhugh,	Allegheny, Pa.,	do. do.
William Metcalf,	Pittsburg,	do. do.
W. J. Moorhead,	Pittsburg,	do. do.
W. H. Koontz,	Somerset, Pa.,	do. do.
Charles Donnelly,	Pittsburg,	do. do.

Date of last meeting of stockholders for election of directors: December 7, 1891.
Postoffice address of general office: Pittsburg.
Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Orland Smith,	Cincinnati, O.
Secretary, Treasurer, Auditor,	J. B. Washington,	Pittsburg.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburg and Connellsville Railroad Company.	Pittsburg,	Mt. Savage Junction, Md.	Baltimore and Ohio Railroad Company.	146.70	144.40
Hickman Run branch,	Hickman Run Junction, Pa.	Cora Mines, Pa.	Baltimore and Ohio Railroad Company.	2.10	2.10
Total mileage,				148.80	146.50

The Pittsburg and Connellsville Railroad Company was leased by the Baltimore and Ohio Railroad Company for a period of fifty (50) years from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company.

The lessees agree at all times, during the term of the lease, to work, use, manage, maintain, operate and keep in public use, the Pittsburg and Connellsville railroad, with the appurtenances, and to apply the receipts as follows: To operating and keeping in repair said road and its property, to payment of interest on consolidated mortgage bonds. If, however, during any year the receipts are not sufficient to meet the expenses, the deficiency is to be made up from receipts of subsequent years. If the receipts exceed the expenses the remainder is to be paid to the Pittsburg and Connellsville Railroad Company, the lessor.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
102 first mortgage bonds, Salisbury Railroad Company,	$102,000 00	7 per cent.	$7,140 00
48 first mortgage bonds, Somerset and Cambria Railroad Company,	48,000 00	.....	.....
48 first mortgage bonds, Baltimore and Ohio Southwestern Railroad Company,	48,000 00	.....	3,375 00
27 first mortgage bonds, Baltimore and Ohio Southwestern Railroad Company,	27,000 00	.....	
152 traffic bonds, Somerset and Cambria Railroad Company,	76,000 00	.....	.....
500 second mortgage bonds, Somerset and Cambria Railroad Company,	500,000 00	.....	.....
500 first mortgage bonds, Baltimore and Ohio Short Line Railroad Company,	450,000 00	.....	.....
500 first mortgage bonds, Ohio and Baltimore Short Line Railroad Company,	500,000 00	5 per cent.	25,000 00
Total,	$1,751,000 00	.....	$35,515 00

STOCKS OWNED.

1,834 shares common stock, Salisbury Railroad Company,	$82,036 13
222 shares preferred stock, Salisbury Railroad Company,	11,000 00
970 shares common stock, Berlin Railroad Company,	50,000 00
19,970 shares common stock, Somerset and Cambria Railroad Company,	659,203 50
2,958 shares common stock, Mount Pleasant and Broad Ford Railroad Company,	250,000 00
Total,	$1,052,239 63

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$15,039,956 60	Capital stock,	$1,956,091 05
Cost of equipment,	1,734,411 53	Funded debt,	20,718,224 00
Bonds of other companies owned,	1,751,000 00	Current liabilities,	4,052,576 71
Stocks of other companies owned,	1,052,239 63		
Cash and current assets,	151,031 03		
Other assets:			
Sinking fund,	488,801 81		
Sundries,	2,813 32		
Profit and loss,	6,506,637 84		
Total,	$26,726,891 76	Total,	$26,726,891 76

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$6,750 00	. . . . .
General office clerks,	16	12,289 60	$1 96
Station agents,	40	22,989 60	1 60
Other station men,	63	35,109 60	1 55
Enginemen,	122	131,965 56	3 76
Firemen,	130	72,326 76	2 01
Conductors,	109	91,891 78	2 80
Other trainmen,	355	195,867 00	2 00
Machinists,	81	55,776 60	2 20
Carpenters,	111	73,480 60	2 11
Other shopmen,	609	291,644 01	1 53
Section foremen,	44	23,949 40	1 43
Other trackmen,	269	100,122 55	1 25
Switchmen, flagmen and watchmen,	167	65,924 20	1 09
Telegraph operators and dispatchers,	60	37,321 20	1 73
Employes—account floating equipment,	165	62,996 25	1 23
All other employes and laborers,	189	108,310 20	1 66
Total,	2,536	$1,388,714 91	. . . . .
Distribution of above:			
General administration,	22	$19,039 60	. . . . .
Maintenance of way and structures,	727	303,851 20	. . . . .
Maintenance of equipment,	753	386,858 61	. . . . .
Conducting transportation,	1,034	678,965 50	. . . . .
Total,	2,536	$1,388,714 91	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	2,526	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	58	55
Number wooden,	6	6
Trestles:		
Number,	9	9
Aggregate length (feet),	1,025	1,025
Tunnels:		
Number,	4	4
Maximum length (feet),	4,775	4,775
Minimum length (feet),	118	118
Aggregate length of all tunnels (feet),	7,848	7,848
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	148.80	144.40
Miles of wire operated by Western Union Telegraph Company,	446.40	433.20

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization: February 26, 1862.

If a consolidated company, name the constituent companies: Ohio and Pennsylvania Railroad Company, chartered in Ohio, February 24, 1848; Ohio and Pennsylvania Railroad Company, chartered in Pennsylvania, April 11, 1848; Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850; Ohio and Indiana Railroad Company, chartered in Indiana, January 15, 1851; Fort Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852; Fort Wayne and Chicago Railroad Company, chartered in Illinois, February 5, 1853.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Lanier,	New York city,	Annual election, 1896.
Henry Amy,	New York city,	Annual election, 1896.
W. C. Egleston,	New York city,	Annual election, 1896.
John S. Kennedy,	New York city,	Annual election, 1893.
G. B. Roberts,	Philadelphia,	Annual election, 1895.
J. N. Hutchinson,	Philadelphia,	Annual election, 1894.
Charles E. Speer,	Pittsburg,	Annual election, 1893.
James McCrea,	Pittsburg,	Annual election, 1896.
John Sherman,	Mansfield, Ohio,	Annual election, 1895.
L. B. Harrison,	Cincinnati, Ohio,	Annual election, 1895.
William Hooper,	Cincinnati, Ohio,	Annual election, 1894.
E. P. Williams,	Fort Wayne, Indiana,	Annual election, 1693.
Levi Z. Leiter,	Chicago, Illinois,	Annual election, 1894.

Date of last meeting of stockholders for election of directors: May 18, 1892.

Postoffice address of general office: Pittsburg (Lock box 340).

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles Lanier,	17 Nassau street, New York city.
Secretary, Treasurer,	John J. Haley,	Penn avenue and Tenth street, Pittsburg (Lock box 340).

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburg, Fort Wayne and Chicago railway.	Pittsburg,	Chicago, Ill.,	Pennsylvania Railroad Company.	470	48.8

Leased to the Pennsylvania Railroad Company for a term of 999 years from July 1, 1869, at a rental equivalent to interest on bonds, $104,100.00 per annum to sinking fund (being one per cent. of debt), seven per cent. dividend on stock, and a sum sufficient to maintain the organization of the company. The lessee to keep the road in repair, pay taxes, expenses, etc.

Guaranteed special stock is issued to the lessee company in payment for betterments to the railway under article sixteen of the lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $35,018,115 02		Capital stock,	$34,088,574 62
Cost of equipment, 10,650,648 28		Funded debt,	12,410,000 00
	$45,668,763 30	Current liabilities,	663,951 15
Cash and current assets,	727,983 56	Accrued interest on funded debt not yet payable,	60,725 00
Miscellaneous securities held by trustees,	479,991 40	Unsurrendered bonds,	1,100,000 00
Material and supplies transferred to lessee company, July 1, 1869,	468,724 84	Profit and loss,	7,538,930 29
Other assets:			
Sinking fund:			
Cash, $1,463,185 64			
Bonds, 5,950,407 93			
	7,413,593 57		
Sundries,	3,124 39		
Pennsylvania Railroad Company, lessee, bonds paid under article second of lease, not yet surrendered to this company,	1,100,000 00		
Total,	$55,862,181 06	Total,	$55,862,181 06

IMPORTANT CHANGES DURING THE YEAR.

$1,009,131.49 guaranteed special stock issued to the Pennsylvania Railroad Company, lessee, in payment for betterments.

PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg, Ft. Wayne and Chicago railway,	Pittsburg, Pa.,	Chicago, Ill.,	468.32	48.74
Cummings branch,	South Chicago, Ill.,	Cummings, Ill.,	1.57	....
Total mileage operated,			469.89	48.74

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor or Dining Car Companies—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company. In case the cars running between Pittsburg and Toledo fail to earn for the Pullman Company an average of $7,500 per car per annum, this company pays the Pullman Company three cents per car per mile run, or so much thereof as may be necessary to increase the average gross earnings to $7,500 per car per annum. Dining cars are also furnished to run between Pittsburg and Chicago, for which this company pays a fixed rental and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which the line operates in proportion to the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union line cars.

Other Railroad Companies—Rentals are received and paid for use of tracks, etc., under contracts with other companies.

Telegraph Companies—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other contracts: The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	46	$112,571 64	
General office clerks,	314	251,609 46	$2 56
Station agents,	133	118,074 20	2 42
Other station men,	867	491,075 88	1 67
Enginemen,	362	455,320 52	3 77
Firemen,	399	272,618 18	2 11
Conductors,	324	348,435 52	3 20
Other trainmen,	900	644,289 64	2 19
Machinists,	252	201,261 25	2 62
Carpenters,	531	323,385 77	2 07
Other shopmen,	1,910	1,021,725 05	1 68
Section foremen,	156	91,582 55	1 71
Other trackmen,	1,745	696,905 85	1 26
Switchmen, flagmen and watchmen,	318	156,995 98	1 35
Telegraph operators and dispatchers,	296	185,578 71	1 72
All other employes and laborers,	468	223,765 30	1 51
Total,	9,021	$5,595,195 50	$1 91
Distribution as above:			
General administration,	360	$364,181 10	$3 23
Maintenance of way and structures,	1,901	788,488 40	1 30
Maintenance of equipment,	2,693	1,546,372 07	1 84
Conducting transportation,	4,067	2,896,153 93	2 11
Total,	9,021	$5,595,195 50	$1 91
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	2,272	$1,444,468 83	$1 91

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	63	25
Number iron	169	15
Number wooden	83	.....
Number combination	1	.....
Trestles:		
Number	37	.....
Aggregate length (feet)	3,024	.....
Telegraph:		
Miles of line operated by this company jointly with Western Union Telegraph Company	450.1	44.7
Miles of wire operated by this company	2,216.4	484.1
Miles of line operated by Western Union Telegraph Company jointly with this company	450.1	44.7
Miles of line operated by Western Union Telegraph Company	421.1	18.5
Miles of wire operated by Western Union Telegraph Company	6,752.1	820.4

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Erie Dispatch.

PITTSBURG JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.

By what authority incorporated: A consolidated company formed by merger of two companies organized under act of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburg Junction Railroad Company consolidated with Pittsburg Local Railroad Company, December 21, 1881. Latter company was incorporated September, 1880, former in August, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant	Allegheny, Pa.	Until next election.
C. B. Herron	Allegheny, Pa.	do. do.
H. W. Oliver	Allegheny, Pa.	do. do.
Jacob Painter	Pittsburg	do. do
Reuben Miller	Pittsburg	do. do
William Metcalf	Pittsburg	do. do
John Z. Speer	Pittsburg	do. do.
William Vankirk	Pittsburg	do. do
A. E. W. Painter	Pittsburg	do. do.
C. L. Fitzhugh	Pittsburg	do. do
Chas. F. Mayer	Baltimore, Md.	do. do.
William F. Frick	Baltimore, Md.	do. do

Date of last meeting of stockholders for election of directors: March 9, 1891.

Postoffice address of general office: Germania Bank Building, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas M. King,	Pittsburg.
Vice President,	William Vanklrk,	do.
Secretary and Auditor,	Jas. A. Smith,	do.
Treasurer,	Robert Wardrop,	do.
Engineer of Way,	A. M. Sprigg,	do.
General Solicitor, Attorney or Counsel,	John McCleave,	do.
Superintendent,	R. Finney, Jr.,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg Junction railroad,	Laughlin's,	Willow Grove.		
Main line,	Laughlin's B. & O. R. R.	Willow Grove, P. & W. railway.	4.47	4.47
River line,	Ninth to Sixteenth and Twentieth streets,	Forty-third street, Pittsburg, along Allegheny river.	2.40	2.40
	Part between Sixteenth not yet laid.	and Twentieth streets		
Total mileage operated,			6.87	6.87

STOCKS OWNED.

Pittsburg Junction Terminal Company (estimated value),	$200,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,246,507 89	Capital stock,	$1,440,000 00
Cost of equipment,	37,323 15	Funded debt,	1,440,000 00
Stocks of other companies owned,	200,000 00	Current liabilities,	482,348 35
		Profit and loss,	121,482 69
Total,	$3,483,831 04	Total,	$3,483,831 04

CONTRACTS, AGREEMENTS, ETC.

Agreement between Baltimore and Ohio Railroad Company, Pittsburg and Western Railroad Company and Pittsburg Junction Railroad Company for interchange of freight and passenger business over Pittsburg Junction railroad, and to and from the same as to method of interchange and rates to be allowed Pittsburg Junction railroad for each passenger and par with freight. April 27, 1882.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$9,566 40	
General office clerks	3	1,025 00	$1 09
Station agents	1	1,150 00	3 67
Other station men	11	5,993 50	1 74
Enginemen	8	7,808 70	3 12
Firemen	8	4,206 54	1 68
Conductors	6	4,913 40	2 62
Other trainmen	16	10,727 39	2 14
Carpenters	13	10,076 25	2 47
Section foremen	3	1,628 00	1 73
Other trackmen	44	18,499 62	1 34
Switchmen, flagmen and watchmen	1	720 00	2 46
Telegraph operators and dispatchers	1	1,316 60	4 21
All other employees and laborers	11	5,603 40	1 63
Total	132	$83,234 80	$2 01
Distribution of above:			
General administration	9	$10,591 40	$3 76
Maintenance of way and structures	64	32,555 27	1 63
Conducting transportation	59	40,088 13	2 17
Total	132	$83,234 80	$2 01

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron	3
Trestles:	
Number wood	28
Length (feet)	13,887
Number of iron	1
Length (feet)	1,796
Aggregate length (feet)	15,683
Tunnels:	
Number	1
Aggregate length of all tunnels (feet)	2,872
Telegraph:	
Miles of line owned by this company	4.42
Gauge of track	4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Tract of land at Thirty-sixth street, Pittsburg, belonging to Pittsburg Junction Terminal Company.

PITTSBURG AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.

By what authority incorporated: State of Pennsylvania; State of Ohio.

If a consolidated company, name the constituent companies: Pittsburg and Lake Erie Railroad Company and Youngstown and Pittsburg Railroad Company, chartered May 15, 1875, and April 25, 1877. Consolidated January 5, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York, N. Y.,	January 24, 1893.
W. K. Vanderbilt,	New York, N. Y.,	do.
F. W. Vanderbilt,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
E. D. Worcester,	New York, N. Y.,	do.
John Newell,	Chicago, Ill.,	do.
Henry Hice,	Beaver, Pa.,	do.
M. W. Watson,	Pittsburg,	do.
James I. Bennett,	Pittsburg,	do.
James M. Bailey,	Pittsburg,	do.
J. H. Reed,	Pittsburg,	do.
J. M. Schoonmaker,	Pittsburg,	do.
D. Leet Wilson,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: January 26, 1892.

Postoffice address of general office: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Newell,	Pittsburg.
Vice President,	J. H. Reed,	do.
Secretary, Treasurer,	John G. Robinson,	do.
General Solicitor, Attorney or Counsel,	Knox & Reed,	do.
Auditor,	H. Bronson,	do.
General Manager,	John Newell,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg and Lake Erie,	Pittsburg,	Youngstown, O.,	68	59.75
Newcastle branch,	Newcastle, Pa.,	Newcastle Junction, Pa.	2.93	2.93
Pittsburg, McKeesport and Youghiogheny,	Pittsburg,	New Haven, Pa.,	56.95	
Monongahela division,	Reynoldton, Pa.,	Belle Vernon, Pa.	27.80	
Dickerson Run branch,	Dickerson Run, Pa.,	Vanderbilt, Pa.,	4.50	
Dawson, Broadford and Mount Pleasant,			.32	92.59
Tyrone branch,			.23	
West Youghiogheny branch,			.19	
Youghiogheny Northern railway,			2.60	
Total mileage operated,				163.52

STOCKS OWNED.

Pittsburg, Chartiers and Youghiogheny (total par value),	$350,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,557,397 57	Capital stock,	$4,000,000 00
Cost of equipment,	2,718,707 49	Funded debt,	4,157,822 33
Stocks of other companies owned,	139,849 55	Current liabilities,	681,982 47
Cash and current assets,	876,744 52	Accrued interest on funded debt not yet payable,	25,000 00
		Profit and loss,	1,427,894 33
Total,	$10,292,699 13	Total,	$10,292,699 13

IMPORTANT CHANGES DURING THE YEAR.

$1,000,000.00 second mortgage bonds sold.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, $45.00 per day.

The United States Mail Department fixes a rate per mile per annum regulated by weight and paid quarterly.

Wagner Palace Car Company and Pullman Palace Car Company, mileage paid by Pittsburg and Lake Erie at rate of two cents per mile.

May 1, 1884, Western Union Telegraph Company to furnish poles, wires, insulators, etc., the railroad company to set poles and collect charges for telegraph company on commercial business.

1. Agreement between the Atlantic and Great Western Railroad Company, Pittsburg and Lake Erie Railroad Company and the Cleveland and Mahoning Valley Railroad Company, dated October 20, 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahoning Valley roads to the Pittsburg and Lake Erie Railroad Company. Said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also for traffic arrangements between the companies.

2. Contract between the Pittsburg and Lake Erie Railroad Company, the Youngstown and Pittsburg Railroad Company and the Lake Shore and Michigan Southern Railway Company, dated October 20, 1887, providing for traffic arrangements between the said railroad companies.

3. Articles of merger between the Youngstown and Pittsburg Railroad Company and the Pittsburg and Lake Erie Railroad Company, dated January 5, 1878.

4. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburg, McKeesport and Youghiogheny Railroad Company, and William H. Vanderbilt, providing for the construction of the Pittsburg, McKeesport and Youghiogheny railroad.

5. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company and the Pittsburg and Lake Erie Railroad Company, providing for the operation of the Pittsburg, McKeesport and Youghiogheny railroad in the interests of the two said companies.

6. Agreement between the Pennsylvania Railroad Company and the Pittsburg and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville coke region, and for switching by the Pennsylvania Railroad Company of the Pittsburg and Lake Erie Railroad Company in said region.

7. Agreement between the Pittsburg and Lake Erie, and the Pittsburg, Chartiers and Youghiogheny Railroad Companies, dated July 14, 1882, relating to track connections and trains between said companies.

8. Agreement between the Pittsburg and Lake Erie, and the Pittsburg, Chartiers and Youghiogheny Railroad Companies, dated September 4, 1883, relating to the joint operations of connecting tracks.

9. Agreement between the Pittsburg and Lake Erie and the Montour Railroad Companies, dated January 8, 1887, relating to track connections, and containing a license to the Montour Company to run certain trains over the tracks of the Pittsburg and Lake Erie Company to tipple erected on the Ohio river for the purpose of shipping coal.

10. Agreement between the Pittsburg and Lake Erie, and the Monongahela Connecting Railroad Companies, relating to traffic arrangements between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company for the purpose of transportation of cars over a portion of their line.

11. Agreement between the New York, Lake Erie and Western and the Pittsburg and Lake Erie Railroad Companies, dated April 18, 1889, relating to joint traffic arrangements at Newcastle, Pa.

12. Agreement dated October 7, 1890, between the Pittsburg and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburg, McKeesport and Youghiogheny Railroad Company.

13. Agreement dated January 25, 1892, between the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, the Pittsburg and Lake Erie Railroad Company, the Pittsburg, Chartiers and Youghiogheny Railway Company and the Pittsburg, Virginia and Charleston Railroad Company, relating to the purchase for joint account and equal division between themselves, of the entire capital stock of the Pittsburg, Chartiers and Youghiogheny Railway Company by the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company and the Pittsburg and Lake Erie Railroad Company.

14. Agreement dated May 26, 1892, between the Pittsburg and Lake Erie Railroad Company, the Beaver and Ellwood Railroad Company and the Ellwood Connecting Railroad Company, relating to the construction and operation of the Ellwood Connecting railroad.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	8	$35,150 00	. . . . .
General office clerks	75	62,283 59	$2 65
Station agents	62	39,972 00	2 06
Other station men	336	243,446 36	2 26
Enginemen	141	149,744 02	2 95
Firemen	139	87,590 01	1 75
Conductors	77	79,220 10	2 98
Other trainmen	220	150,108 75	1 96
Machinists	50	36,679 50	2 35
Carpenters	152	104,671 20	2 20
Other shopmen	210	111,751 51	1 70
Section foremen	50	31,310 01	2 00
Other trackmen	516	201,887 00	1 25
Switchmen, flagmen and watchmen	44	21,210 35	1 33
Telegraph operators and dispatchers	79	47,358 65	2 39
All other employes and laborers	793	325,255 81	1 31
Total	2,952	$1,727,638 86	$1 82
Distribution of above:			
General administration	83	$97,433 59	$3 75
Maintenance of way and structures	1,359	558,452 82	1 31
Maintenance of equipment	412	253,102 21	1 96
Conducting transportation	1,098	818,650 24	2 23
Total	2,952	$1,727,638 86	$1 82

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	18	18
Number iron,	41	38
Telegraph:		
Miles of line operated by this company,	161	152.75
Miles of wire operated by this company,	390	365.25
Gauge of track,		4 ft. 8½ in.

PITTSBURG, McKEESPORT AND YOUGHIOGHENY RAILROAD COMPANY.

Date of organization: August 4, 1881.

By what authority incorporated: Pennsylvania.

If a consolidated company, name the constituent companies: McKeesport and Belle Vernon, October 7, 1890.

Operated by the Pittsburg and Lake Erie Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York,	January 24, 1893.
W. K. Vanderbilt,	New York,	do. do.
H. McK. Twombly,	New York,	do. do.
James Tillinghast,	New York,	do. do.
John Newell,	Chicago, Ill.,	do. do.
J. H. Reed,	Pittsburg,	do. do.
J. M. Bailey,	Pittsburg,	do. do.
James I. Bennett,	Pittsburg,	do. do.
M. W. Watson,	Pittsburg,	do. do.
Henry Hice,	Beaver, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 26, 1892.

Postoffice address of general office: Corner Sixth avenue and Wood street, Pittsburg.

Postoffice address of operating company: Pittsburg and Lake Erie Railroad Company, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Reed,	Pittsburg.
Secretary,	John G. Robinson,	do.
Treasurer,		
Auditor,	C. H. Bronson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Pittsburg, McKeesport and Youghiogheny.	Pittsburg,	New Haven, Pa.	Pittsburg and Lake Erie railroad.	56.95	56.95
McKeesport and Belle Vernon.	Reynoldton, Pa.,	Belle Vernon, Pa.	Pittsburg and Lake Erie railroad.	27.80	27.80
Dickerson Run branch, . . .	Dickerson Run, Pa.,	Vanderbilt, Pa.	. . . . .	4.50	4.50
Tyrone brach, ...	. . . . .	. . . . .	. . . . .	.23	.23
Dawson, Broadford and Mt. Pleasant branch, ...	. . . . .	. . . . .	. . . . .	.32	.32
West Youghiogbeny branch,	. . . . .	. . . . .	. . . . .	.19	.19
Youghiogheny Northern, . .	Broadford, Pa.	Summitt, Pa.,	. . . . .	2.60	2.60
Total mileage, ...	. . . . .	. . . . .	. . . . .	92.59	92.59

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$7,326,603 21	Capital stock, ...	$3,959,650 00
Cost of equipment, ...	383,046 79	Funded debt, ...	3,750,000 00
Total, ...	$7.709,650 00	Total, ...	$7,709,650 00

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

The United States Postoffice Department, based on a rate per mile, regulated by the weight and paid quarterly.

Western Union Telegraph Company, contract made May 1, 1884. Telegraph company to furnish poles, wires, insulators, etc., and railroad company to set poles and collect charges on commercial messages.

First. Agreement made July 8, 1884, between the Lake Shore and Michigan Southern, and the Pittsburg and Lake Erie, and the Pittsburg, McKeesport and Youghiogheny Railroad Companies and William H. Vanderbilt, providing for an increase of the bonds and stock of the Pittsburg, McKeesport and Youghiogheny Railroad Company.

Second. Agreement between the Baltimore and Ohio, the Pittsburg and Connellsville, and the Pittsburg, McKeesport and Youghiogheny Railroad Companies, providing for a crossing and for a lease of a branch line by the Pittsburg and Connellsville Railroad Company to the Pittsburg, McKeesport and Youghiogheny Railroad Company.

Third. Lease of the West Youghiogheny branch of the Pittsburg and Connellsville railroad to the Pittsburg, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which as parties are the Baltimore and Ohio, and the Pittsburg and Connellsville, and the Pittsburg, McKeesport and Youghiogheny Railroad Companies.

Fourth. Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company, and the H. C. Frick Company, and the Pittsburg, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern railroad line to the Pittsburg, McKeesport and Youghiogheny Railroad Company.

Fifth. Lease of the Pittsburg, McKeesport and Youghiogheny railroad to the Pittsburg and Lake Erie Railroad Company, dated January 1, 1884.

Sixth. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburg and Lake Erie Railroad Companies and the Pittsburg, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburg, McKeesport and Youghiogheny railroad.

Seventh. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburg and Lake Erie Railroad Companies, providing for the operation of the Pittsburg, McKeesport and Youghiogheny railroad in the interests of the two said companies.

Eighth. Agreement dated October 7, 1890, between the Pittsburg and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburg, McKeesport and Youghiogheny Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	9	9
Number iron	39	39
Number wooden	5	5
Trestles:		
Number	43	43
Aggregate length (feet)	10,413	10,413
Tunnels:		
Number	1	.....
Maximum length (feet)	1,588	.....
Minimum length (feet)	1,588	.....
Aggregate length of all tunnels (feet)	1,588	.....
Telegraph:		
Miles of wire operated by this company: See Pittsburg and Lake Erie report.		

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

PITTSBURG AND MOON RUN RAILROAD COMPANY.

Date of organization: February 10, 1891.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	NAMES.	NAMES.
Robert E. Doolittle,	John S. Casement,	Peter M. Hitchcock,
Jesse H. Sanford,	C. S. Wilcox,	Noble F. Sanford.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Moon Run, Pa.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President	Aaron M. Wilcox.	Treasurer	Robert L. Casement.
Vice President	Peter M. Hitchcock.	General Manager	N. F. Sanford.
Secretary	Robert L. Casement.		

PROPERTY OPERATED.

Pittsburg and Moon Run railroad, from Groveton to Moon Run, both in Robinson township, Allegheny county, Pa.; main track, five miles, sidings, two miles.

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	14
Telegraph:	
Miles of line owned by this company,	5
Gauge of track,	4 ft. 8½ in.

PITTSBURG AND NORTHERN RAILROAD COMPANY.

Date of organization: May, 1881.

By what authority incorporated: General railroad law.

If a consolidated company, name the constituent companies: Pittsburg and Northern railroad, lessee of the Evergreen railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant,	Allegheny,	January 9, 1893.
Anthony J. Thomas,	New York,	do.
J. D. Callery,	Pittsburg,	do.
S. Humphreys,	New York,	do.
William H. Singer,	Allegheny,	do.
J. V. Patton,	Pittsburg,	do.
J. L. Kirk,	Allegheny,	do.
T. J. Crump,	Allegheny,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Allegheny.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. W. Oliver,	Allegheny.
Secretary, Treasurer,	T. J. Crump,	Allegheny.
General Superintendent.	J. V. Patton,	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg and Northern and Evergreen railway.	Bennett,	Brookfield,	4	4

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Evergreen,	Bennett,	Evergreen,	Pittsburg and Northern,	3	3

The Pittsburg and Northern railroad (and Evergreen railway) extends from Bennetts to Brookfield, both in Allegheny county, is a suburban road and has no traffic arrangements with any other company, nor track connection with any other railroad. Its business is exclusively local, and stock is owned by the Pittsburg and Western Railway Company, and it is under the management of that company.

This report includes the Evergreen railway, which is operated as a portion of the Pittsburg and Northern railroad.

STOCKS OWNED.

Evergreen railway, total par value,	$25,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$150,000 00	Capital stock,	$150,000 00
Due Pittsburg and Western railway,	49,520 06	Current liabilities,	49,520 06
Total,	$199,520 06	Total,	$199,520 06

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen.	1	$780 00	$2 50
Firemen.	1	420 00	1 34
Conductors,	1	600 00	1 92
Section foremen,	1	540 00	1 72
Other trackmen,	1	450 00	1 44
Switchmen, flagmen and watchmen.	1	300 00	96
Total,	6	$3,090 00	$1 64
Distribution of above:			
Maintenance of way and structures.	....	$990 00	.....
Conducting transportation,	....	2,100 00	.....
Total.	6	$3,090 00	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	6	.....	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	17	17
Aggregate length (feet)	790	790
Gauge of track		3 feet.

PITTSBURG, SHENANGO AND LAKE ERIE RAILROAD COMPANY.

If a consolidated company, name the constituent companies: This company (the fourth of the same name) was formed October, 1890, by the merger or consolidation of the Pittsburg, Shenango and Lake Erie Railroad Company (3d) with the Pittsburg, Butler and Shenango Railroad Company under authority of the following acts of assembly of Pennsylvania:

An act approved 24th March, 1865 (P. L. page 49), and an act approved 26th April, 1870 (P. L. 1870, page 1274).

The Pittsburg, Shenango and Lake Erie Railroad Company (3d) was formed June 9, 1888, by the merger or consolidation of the Pittsburg, Shenango and Lake Erie Railroad Company (2d), a consolidated Pennsylvania corporation, with the Northeastern Ohio Railroad Company, an Ohio corporation, under authority of the acts of assembly of Pennsylvania above referred to, and under authority of the following sections of the revised statutes of the State of Ohio, viz.: 3380 and 3392, both inclusive.

The Pittsburg, Butler and Shenango Railroad Company, the constituent company in the first mentioned consolidation, was a corporation formed in January, 1889, by a reorganization of the West Penn and Shenango Connecting Railroad Company.

The Northeastern Ohio Railroad Company was organized under the general railroad laws of Ohio on the 16th February, 1888.

The Pittsburg, Shenango and Lake Erie Railroad Company (2d) was organized June 8, 1888, by the merger or consolidation of the Pittsburg, Shenango and Lake Erie Railroad Company (1st) with the Erie, Shenango and Pittsburg Railroad Company under authority of the act of assembly of Pennsylvania, approved May 16, 1861, page 702.

The Pittsburg, Shenango and Lake Erie Railroad Company (1st), the constituent company in said last mentioned consolidation, was a corporation formed on the 23d February, 1888, by a reorganization of the Shenango and Allegheny Railroad Company, under act of assembly of Pennsylvania, approved May 25, 1878, and its supplements.

The Shenango and Allegheny Railroad Company above mentioned, was organized under act of assembly of Pennsylvania, approved 20th March, 1865, pages 429 and 430, and its supplements as follows: (1st) Approved 9th April, 1867 (P. L. 1867, pages 984 and 985). (2d) Approved 14th April, 1870 (P. L. 1871, page 1516). (3d) Approved 15th May, 1871 (P. L. 1871, pages 871 and 872). (4th) Approved 7th March, 1872 (P. L. 1873, page 1012).

The Erie, Shenango and Pittsburg Railroad Company, one of the constituent companies of said last mentioned consolidation, was formed by the reorganization of the Ohio River and Lake Erie Railroad Company, under act of assembly of Pennsylvania, approved May 25, 1878.

The Ohio River and Lake Erie Railroad Company above named, was organized under the act of assembly of Pennsylvania, approved 4th April, 1868 (P. L. 1868, page 62).

The Shenango and Allegheny Railroad Company above mentioned, was reorganized by reason of foreclosure of mortgage, a receiver having been in possession of the property from March 15, 1884 to February 10, 1888.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samu l B. Dick,	Meadville, Pa.,	First Tuesday of April, 1893.
A. C. Huidekoper,	Meadville, Pa.,	do. do.
Dumont Clarke,	New York,	do. do.
Henry M. Dechert,	Philadelphia.	do. do.
Thomas H. Wells,	Youngstown, Ohio,	do. do.
Allen M. Cox,	Conneaut, Ohio,	do. do.
John Dick,	Meadville. Pa.,	do. do.
John E. Reynolds,	Meadville, Pa.,	do. do.
A. F. Henlein,	Greenville, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: April 5, 1892.
Postoffice address of general office · Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel B. Dick.	Meadville, Pa.
Vice President,	A. C. Huidekoper,	Meadville, Pa.
Secretary and Auditor.	P. E. McCray,	Meadville, Pa.
Treasurer,	Daniel Moore.	Meadville, Pa.
Chief Engineer,	Fred. P. James,	Mercer, Pa.
Counsel,	A. F. Henlein,	Greenville, Pa.
Counsel,	E. S. Templeton,	Greenville, Pa.
General Manager,	James T. Blair,	Greenville, Pa.
General Passenger Agent.	W. G. Sargeant,	Meadville, Pa.
General Ticket Agent,		
General Freight Agent.	W. H. Garrett,	Meadville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line (owned),	Butler, Pa.,	Wallace Junc., Pa.,	106.70	106.70
Hillard branch (owned),	Branchton, Pa.,	Hillard, Pa.,	10.30	10.30
Coaltown branch (owned),	Coaltown Junc., Pa.,	Coaltown, Pa.,	2.40	2.40
Bull Valley branch (owned),	Near Roy, Pa.,	Argentine, Pa.,	3.20	3.20
South branch (owned),	Branchton, Pa.,	Gomersol and Chisholm, Pa.	5.10	5.10
Reed branch (owned),	Reed, Pa.,	Coal Mines, Pa.,	2.20	2.20
Mercer branch (owned),	Mercer Junc., Pa.,	Mercer, Pa.,	.80	.80
Filer branch (owned),	Filer Pa.,	Coal Mines, Pa.,	1.70	1.70
Conneaut branch (owned),	Cranesville, Pa.,	Conneaut, O.,	14.40	9.40
Total main line and branches owned (not including sidings),			146.80	141.80
Meadville, Conneaut Lake and Linesville railroad (formerly "Meadville and Linesville Railway"), operated from June 7, 1891, under ninety-nine years lease. Main Line (operated).	Meadville, Pa.,	Linesville. Pa.,	20.50	20.50
Conneaut Lake branch,	Main line,	Conneaut Lake.	1.20	1.20
Erie Terminal railroad(Erie city, Pa.).*	N. Y., C. & St. L. R. R.,	Erie City.	2.16	2.16
Trackage Rights.				
New York, Chicago and St. Louis railroad.	Wallace Junc., Pa.,	Erie, Pa.	14.20	14.20
Pittsburg and Western railroad,	P. & W. Junc., Pa.,	Butler. Pa.,	.50	.50
Total,			185.36	180.36

Not yet in operation.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment.	$6,096,982 70	Capital stock, ...	$3,000,000 00
Cash and current assets, ...	117,143 07	Funded debt, ...	3,012,374 95
Profit and loss.	76,628 81	Current liabilities, ...	241,517 13
		Accrued interest on funded debt not yet payable, ...	36,862 50
Total, ...	$6,290,754 58	Total, ...	$6,290,754 58

IMPORTANT CHANGES DURING THE YEAR.

Conneaut branch (from Cranesville, Pa., to Conneaut, Ohio), 14.4 miles was completed about the close of the year for which this report is made, but was not put in operation until August 15, 1892.

Branch from Meadville, Conneaut Lake and Linesville railroad to head of Conneaut Lake (1.2 miles), was built about the close of the year and put in operation in August, 1892.

Erie Terminal railroad (2.16 miles), in the city of Erie, Pa., from the New York, Chicago and St. Louis railroad into the heart of the city, was constructed during the year, but has not yet been put in operation. It will be used and controlled by this company as soon as the proper depot facilities are provided. Trains of this company will then branch off from the New York, Chicago and St. Louis railroad and run into Erie city over its own terminal tracks, instead of using the tracks and station in that city of the New York, Chicago and St. Louis railroad, as is now being done.

Great improvements have been made at Conneaut, Ohio harbor, since the branch of this company was built to that point, which is only about five miles from the Pennsylvania and Ohio State Line, thus making it a convenient and an important harbor to the State of Pennsylvania.

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company has charge of the express business, for which it pays this company a percentage of its gross revenue derived from the transportation of express matter over this road.

The United States mails are carried under general and special contracts with the United States Postoffice Department. The general contract is made every four years, and is based on the weight of mails carried for thirty days. The special contract provides for the carrying of mails from November 9, 1891, to June 30, 1893, on the extension put in operation last year, the latter being the date of the expiration of the general contract.

No sleeping, parlor or dining cars are run regularly on this road, and no arrangements have yet been made for same.

In April, 1892, this company became a member of the Nickel Plate Line, Lackawanna Line and Traders' Despatch (fast freight lines), which have since operated over the line of this road.

Under an agreement taking effect June 15, 1891, this company has been running passenger trains over the New York, Chicago and St. Louis railroad, between Wallace Junction and Erie, Pa. (14.2 miles), paying the New York, Chicago and St. Louis Railroad Company a percentage of the passenger receipts between those points. This track is not yet used by this company for freight traffic, but contract provides for it.

No contracts, agreements or arrangements with any steamboat or steamship companies.

The Western Union Telegraph Company has charge of the commercial telegraph business on the line of this road.

EMPLOYES AND SALARIES.*

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (no salary to president and vice president),	6	$10,579 62	
General office clerks,	18	9,734 74	$1 73
Station agents,	36	18,681 12	1 66
Other station men,	25	10,895 28	1 39
Enginemen,	18	17,239 68	3 06
Firemen, wipers and roundhousemen,	30	17,410 17	1 85
Conductors,	14	13,262 52	3 03
Other trainmen,	32	16,768 08	1 67
Machinists,	14	9,893 04	2 26
Carpenters,	17	11,916 64	2 24
Other shopmen,	30	14,882 48	1 58
Section foreman,	30	16,320 00	1 73
Other trackmen,	74	26,812 80	1 16
Switchmen, flagmen and watchmen,	5	2,992 73	1 91
Telegraph operators and dispatchers, agents also operators,	7	5,041 23	2 30
Total,	356	$202,430 13	$1 82
Distribution of above:			
General administration,	24	$20,314 36	$2 70
Maintenance of way and structures,	115	51,320 56	1 43
Maintenance of equipment,	50	28,504 40	1 82
Conducting transportation,	167	102,290 81	1 96
Total,	356	$202,430 13	$1 82
Employes in Pennsylvania:			
Total number of employes in Pennsylvania: All in Pennsylvania.			

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	4
Number wooden,	21	21
Trestles:		
Number,	46	45
Aggregate length (feet),	5,638	5,428
Telegraph:		
Miles of line owned by this company,	125.5	125.5
Miles of wire owned by this company,	144.5	144.5
Miles of line operated by this company,	161	161
Miles of wire operated by this company,	286	286
Miles of line operated by United Pipe Line,	30	30
Miles of wire operated by United Pipe Line,	40	40

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: This company runs passenger trains over the New York, Chicago and St. Louis railroad between Wallace Junction and Erie, Pa. (14.2 miles), and uses the terminal facilities of that road at the latter place, for which it pays that company a percentage of the passenger revenue between the points named. Runs passenger trains over about one-half mile of track and uses the terminal facilities of the Pittsburg and Western railway at Butler, Pa., for which it pays that road a rental. Pays the Pennsylvania Company a rental for use of station and terminal facilities at Linesville, Pa.

*This statement does not include employes engaged in construction work, as the blank does not appear to call for that information.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: This road is not a party to any freight or passenger association, but endeavors to live up to the regulations of such associations so far as they comply with the requirements of the state and interstate commerce laws.

Youngstown and Erie freight committees (of local interest only). While this company is not a member of the Central Traffic Association, it is governed largely by the rulings and regulations of that association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Nickel Plate Line, Lackawanna Line.

PITTSBURG, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

By what authority incorporated: Act of incorporation, April 8, 1867. Supplements: March 31, 1868, February 4, 1870, March 3, 1870, April 6 and 16, 1870, May 9, 1871, February 7, 1873, April 22, 1879.

If a consolidated company, name the constituent companies: The Brownsville Railway Company was consolidated with the Pittsburg, Virginia and Charleston Railway Company, April 20, 1880. The Brownsville Railway Company was chartered October 6, 1875.

Pittsburg and White Hall Railroad Company was consolidated with the Pittsburg, Virginia and Charleston Railway Company March 27, 1888. Pittsburg and White Hall Railroad Company was chartered November 9, 1882.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	May 2, 1893.
N. Parker Shortridge,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
W. L. Elkins,	Philadelphia.	do.
A. M. Byers,	Pittsburg.	do.
Chas. E. Speer,	Pittsburg.	do.
W. J. Howard.	Philadelphia,	do.
Geo. V. Lawrence,	Monongahela City, Pa.,	do.
Chas. L. Taylor,	Pittsburg,	do.
Henry D. Welsh,	Philadelphia,	do.
Joseph Walton,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: May 3, 1892.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	D. P. Corwin,	Pittsburg.
Treasurer,	Taber Ashton.	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Pittsburg, Virginia and Charleston railway.	Pittsburg.	West Brownsville.	Pennsylvania Railroad Co.,	53.23	53.23
Branches,				19.29	19.29
Total mileage.				72.52	72.52

Leased to Pennsylvania Railroad Company for fifty years from April 1, 1882. Rental, net earnings.

STOCKS OWNED.

Pittsburg, Virginia and Charleston Railway Company, ... $6,550 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$6,104,940 85	Capital stock,	$2,023,900 00
Other permanent investments, stock,	1,250 00	Funded debt.	3,000,000 00
Cash and current assets,	78,757 68	Current liabilities.	312,605 46
		Judgment bonds,	600,000 00
		Mortgages, real estate,	10,000 00
		Dividend, scrip,	4,531 00
		Profit and loss,	233,912 07
Total,	$6,184,948 53	Total,	$6,184,948 53

IMPORTANT CHANGES DURING THE YEAR.

Dividend scrip converted into capital stock during the year, ... $7,100 00

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $2,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	11	11
Number iron.	22	22
Number wooden,	13	13
Trestles:		
Number,	6	6
Aggregate length (feet),	1,707	1,707
Tunnels:		
Number.	1	1
Maximum length (feet),	280	280
Minimum length (feet),	280	280
Aggregate length of all tunnels (feet),	280	280
Telegraph:		
Miles of line owned by this company.	70.5	70 5
Miles of wire owned by this company.	165.2	165.2
Miles of line operated by Pennsylvania Railroad Company, lessee.	70.5	70.5
Miles of wire operated by Pennsylvania Railroad Company, lessee,	165.2	165.2

Gauge of track, ... 4 ft. 9 in.

PITTSBURG AND WESTERN RAILWAY COMPANY.

Date of organization: June 28, 1887.

By what authority incorporated: Pennsylvania statutes—Act April 4, 1868 (P. L. 62), act March 24, 1865 (P. L. 49), act May 25, 1878 (P. L. 145).

Ohio statutes—Revised statutes, Ohio, sections 3380, 3381, 3382, 3384; Revised statutes, Ohio laws, sections 3426a, 3426b.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry W. Oliver,	Allegheny, Pa.,	May 1, 1893.
Oriand Smith,	Baltimore, Md.,	do.
Thomas M. King,	Baltimore, Md.,	do.
John W. Chalfant,	Allegheny, Pa.,	do.
William H. Singer,	Allegheny, Pa.,	do.
A. M. Beyers,	Allegheny, Pa.,	do.
C. L. Fitzhugh,	Allegheny, Pa.,	do.
Solon Humphreys,	New York, N. Y.,	do.
S. Spencer,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry W. Oliver,	Allegheny, Pa
Secretary,	T. J. Crump,	Allegheny, Pa.
Treasurer,	W. H. Duffell,	Allegheny, Pa.
Chief Engineer,	Paul Didier,	Allegheny, Pa.
General Solicitor, Attorney or Counsel,	Johns McCleaves.	Pittsburg, Pa.
Auditor,	J. L. Kirk,	Allegheny, Pa.
General Manager,	J. T. Odell,	Baltimore, Md.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line Owned.				
Pittsburg and Western railway,	Wood's Run,	North Sewickley,	46.30	197.60
	Rock Point,	Newcastle,	11.10	
	Callery Junction,	Mt. Jewett,	140.20	
Branch Line Owned.				
Pittsburg and Western railway,	Kane Junction,	Kane,	1	13
	Clarion Junction,	Clarion,	6.20	
	Frisco,	Crowthers,	5.80	
Total,			210.60	210 60
Total mileage operated,			352.30	223.70

BONDS OWNED.

Trumbull and Mahoning Railroad Company.

STOCKS OWNED.

Trumbull and Mahoning Railroad Company.	
Foxburg Bridge Company, total par value,	$50,000 00
Pittsburg and Northern Railroad Company, total par value,	150,000 00
Total,	$200,000 00

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$24,692,230 83	Capital stock,	$5,000,000 00	
Cost of equipment,			7,000,000 00	$12,000,000 00
Bonds of other companies owned,	445,964 73	Funded debt,		12,935,072 50
Stocks of other companies owned,	688,525 86	Current liabilities,		1,826,735 73
Cash and current assets,	1,034,405 55	Profit and loss,		99,318 74
Sinking fund,				
Total,	$26,861,126 97	Total,		$26,861,126 97

CONTRACTS, AGREEMENTS, ETC.

United States Express Company—Railway company receives 40 per cent. of gross earnings upon its lines.

Mails—Compensation fixed by postoffice department.

Pullman Palace Car Company—Railway company pays two cents per mile run.

Pennsylvania Railroad Company—Trackage right.

Pittsburg Junction Railroad Company—Receives $2.00 per car hauled by them.

Baltimore and Ohio Railroad Company—Joint revenue divides upon mileage basis.

Western Union Telegraph Company—Maintain and operate lines and has exclusive right of way.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	18	$49,238 60	
General office clerks,	48	31,536 00	$1 80
Station agents,	42	24,588 00	1 60
Other station men,	51	25,130 00	1 35
Enginemen,	77	79,478 60	3 19
Firemen,	60	30,881 60	1 66
Conductors,	58	51,367 20	2 70
Other trainmen,	206	113,423 60	1 94
Machinists,	52	27,754 00	2 70
Carpenters,	97	27,469 80	2 07
Other shopmen,	275	103,125 00	1 50
Section foremen,	66	36,900 00	1 53
Other trackmen,	396	142,560 00	1 20
Switchmen, flagmen and watchmen,	2	720 00	99
Telegraph operators and dispatchers,	65	36,773 75	1 55
All other employes and laborers,	175	56,980 00	1 48
Total,	1,688	$837,926 15	$1 76
Distribution of above:			
General administration,	66	$80,774 60	$3 35
Maintenance of way and structures,	537	206,880 00	1 27
Maintenance of equipment,	474	174,628 80	1 69
Conducting transportation,	611	378,642 75	1 93
Total,	1,688	$837,926 15	$1 76
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	1,688		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	11	11
Number iron,	11	11
Number wooden,	35	35
Trestles:		
Number,	39	39
Aggregate length (feet),	29,056	29,056
Tunnels:		
Number	4	4
Maximum length (feet),	688	688
Minimum length (feet),	125	125
Aggregate length of all tunnels (feet),	1,118	1,118
Telegraph:		
Miles of line operated by Western Union Telegraph Company,		Unknown.
Gauge of track,		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Station-house at Kane, Pa., owned by Philadelphia and Erie Railroad Company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Member of none. Anchor Line freight is handled over this road.

PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

Date of organization: August 17, 1887.

The Pittsburg, Youngstown and Ashtabula Railroad Company was created and organized under the authority of the laws of the States of Ohio and Pennsylvania, and is the result of a series of consolidations, as follows:

In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Ohio.

In June, 1865, those two companies were consolidated under the laws of Ohio and Pennsylvania into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company and the Youngstown and Canfield Railroad Company were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and Newcastle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburg Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburg Railroad Company was reorganized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburg Railway Company.

In March, 1881, the Alliance, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

On the third day of May, 1887, the Lawrence Railroad Company and the New Brighton and Newcastle Railroad Company were consolidated into the Youngstown, Lawrence and Pittsburg Railroad Company.

On the fourth day of May, 1887, the Ashtabula and Pittsburg Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio into the Ashtabula, Niles and Youngstown Railroad Company.

On the second day of July, 1887, the Youngstown, Lawrence and Pittsburg Railroad Company and the Ashtabula, Niles and Youngstown Railroad Company were consolidated under the laws of Ohio and Pennsylvania into the Pittsburg, Youngstown and Ashtabula Railroad Company.

Agreement of consolidation filed with Secretary of State, Pennsylvania, July 22, 1887; Secretary of State, Ohio, July 22, 1887.

Operated by the Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John N. Hutchinson,	Philadelphia,	May 18, 1893.
George B. Roberts,	Philadelphia,	do.
John E. Davidson,	Pittsburg,	do.
James McCrea,	Pittsburg,	do.
William Thaw,	Pittsburg,	do.
William Mullins,	Pittsburg,	do.
Caleb B. Wick,	Youngstown, O.,	do.
W. S. Bonnell,	Youngstown, O.,	do.
J. G. Butler, Jr.,	Youngstown, O.,	do.
A. L. Morrison,	Ashtabula, O.,	do.
T. E. Hoyt,	Ashtabula, O.,	do.

Date of last meeting of stockholders for election of directors: May 19, 1892.

Postoffice address of general office: Pittsburg.

Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John N. Hutchinson,	Philadelphia.
Secretary,	S. B. Liggett,	Pittsburg.
Treasurer,	T. H. B. McKnight,	Pittsburg.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburg, Youngstown and Ashtabula railroad.	Kenwood, Pa.,	Ashtabula, Pa.,	Pennsylvania Company.	125.19	27.78
Pittsburg, Youngstown and Ashtabula railroad.	Niles, O.,	Alliance, O.,	Pennsylvania Company.		

Lease is dated August 1, 1887, and continues in force from year to year, subject to termination by either party on one year's written notice.

The lessee agrees to operate the road for cost of such service and pay the balance of earnings to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,124,385 65	Capital stock,	$3,033,341 58
Cost of equipment,	568,428 21	Funded debt,	3,372,000 00
Cash and current assets,	379,048 96	Current liabilities,	6,916 20
		Accrued interest on funded debt not yet payable,	59,558 33
		Profit and loss,	600,046 71
Total,	$7,071,862 82	Total,	$7,071,862 82

IMPORTANT CHANGES DURING THE YEAR.

In December, 1891, a correction of .02 (increase) was made in mileage. Mileage reported in 1891, 125.17; mileage reported in 1892, 125.19.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	
Number iron,	36	19
Number wooden,	25	
Number combination,	1	1
Trestles:		
Number,	39	15
Aggregate length (feet),	8,348	4,476
Telegraph:		
Miles of line owned by this company,	99.10	12.50
	*18.30	7.50
Miles of wire owned by this company,	244.40	40.90
Miles of line operated by Pennsylvania Company,	99.10	12.50
	*18.30	7.50
Miles of wire operated by Pennsylvania Company,	244.40	40.90
Miles of wire owned and operated by Western Union Telegraph Company,	5	

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The consolidated mortgage has a sinking fund of one per cent. of the amount of outstanding bonds, payable annually, provided the bonds can be purchased at par or less. If bonds cannot be purchased at par or less, the sinking fund instalment lapses and is covered into the treasury.

Eighteen hundred consolidated mortgage bonds are reserved to redeem bonds of Ashtabula and Pittsburg Railway Company and bonds of Lawrence Railroad Company.

* Jointly with Western Union Telegraph Company.

PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD—PENNSYLVANIA COMPANY OPERATING.

See report of Pittsburg, Youngstown and Ashtabula Railroad Company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg, Youngstown and Ashtabula railroad.	Kenwood, Pa., ...	Ashtabula Harbor, .	99	27.78
Alliance branch, ...	Niles, O., ...	Alliance Junction, O.,	24.90	. . . .
Canfield branch, ...	Junction near Haselton, O.,	Youngstown Tube Works.	1.29	. . . .
Pittsburg, Youngstown and Ashtabula railroad.	Alliance Junction, O.,	Alliance, O., ...	2.70	. . . .
Total mileage operated, . . .	. . . . .	. . . . .	127.89	27.78

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic, and seventy per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor and Dining Car Companies—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates in proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished; it also receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other Contracts—The Union News Company pays a fixed rental for the use of privileges granted over this road.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	9	$17,645 00	. . . . .
General office clerks,	35	29,670 78	$2 44
Station agents,	31	19,034 32	1 60
Other station men,	41	20,072 10	1 57
Enginemen,	51	58,584 40	3 08
Firemen,	54	35,068 90	1 77
Conductors,	44	42,668 48	2 71
Other trainmen,	125	84,268 58	1 92
Machinists,	4	2,715 94	2 26
Carpenters,	29	20,088 56	2 12
Other shopmen.	76	39,552 04	1 49
Section foremen,	26	15,658 80	1 88
Other trackmen,	207	76,985 30	1 31
Switchmen, flagmen and watchmen.	16	6,626 50	1 18
Telegraph operators and dispatchers,	26	15,289 14	1 89
Employes—account floating equipment,	6	4,191 50	2 14
All other employes and laborers,	19	12,243 60	1 75
Total,	799	$500,363 94	$1 88
Distribution of above:			
General administration,	44	$47,315 78	$3 06
Maintenance of way and structures.	233	92,644 10	1 38
Maintenance of equipment,	109	62,356 54	1 68
Conducting transportation.	413	298,047 52	2 04
Total,	799	$500,363 94	$1 88
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	190	$122,822 85	$1 92

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	. . . . .
Number iron.	36	19
Number wooden,	25	. . . . .
Number combination.	1	1
Trestles:		
Number,	39	15
Aggregate length (feet),	8,348	4,475.50
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	18.3	7.5
Miles of line operated by this company,	99.1	12.5
Miles of wire operated by this company,	244.4	40.9
Miles of line operated by Western Union Telegraph Company, jointly with this company,	18.3	7.5
Miles of wire operated by Western Union Telegraph Company,	5	. . . . .

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PLYMOUTH RAILROAD COMPANY.

Date of organization: December 9, 1867.
By what authority incorporated: State of Pennsylvania.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Boyd,	Norristown, Pa.,	Second Monday in December, 1892.
John Slingluff,	Norristown, Pa.,	do. do.
George W. Longaker,	Norristown, Pa.,	do. do.
Michael O'Brien,	Conshohocken, Pa.,	do. do.
Richard Dale,	Philadelphia,	do. do.
C. Howard Colket,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in December, 1891.

Postoffice address of general office: 132 South Third street, Philadelphia.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Winfield S. Wilson,	132 South Third street, Philadelphia.
Secretary,	William W. Stephens,	do. do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Plymouth railroad,	Conshohocken.	Oreland,	Philadelphia and Reading Railroad Company.	8.9	8.9

The Plymouth railroad (as a branch of the Philadelphia, Germantown and Norristown railroad) was leased to the Philadelphia and Reading Railroad Company on the 10th day of December, 1870.

All questions unanswered in this report should be returned by the lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Plymouth Railroad Company,	$286,545 19	Capital stock,	$12,050 00
		Philadelphia, Germantown and Norristown Railroad Company.	274,495 19
Total,	$286,545 19	Total,	$286,545 19

EMPLOYES AND SALARIES.

General officers, 2; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in

POINT BREEZE RAILROAD COMPANY.

Date of organization: 1877.
Railroad not built.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Norris W. Harkness, . .	S.E. cor. 4th and Chestnut streets.	Charles N. Quarles, . .	227 South Fourth street.
Malcolm Lloyd, ...	S.E. cor. 4th and Chestnut streets.	William G. Brown, . .	227 South Fourth street
Edward P. Cooper, . . .	S.E. cor. 4th and Chestnut streets.	Charles E. Bushnell, . .	S.E. cor. 4th and Chestnut streets.

Date of last meeting of stockholders for election of directors: October 2, 1889.
Postoffice address of general office: Southeast corner Fourth and Chestnut streets, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	William G. Warden, .	Southeast corner Fourth and Chestnut streets.
Secretary, ...	Charles E. Bushnell, .	do. do.
Treasurer, ...		

GENERAL BALANCE SHEET.

DR.		CR.	
Lands owned.	$4.552 85	Capital stock, ...	$7,200 00
Cash and current assets, ...	297 70		
Expense account, ...	1,097 70		
Profit and loss, ...	1,203 01		
Total, ...	$7,200 00	Total, ...	$7,200 00

POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization: December 3, 1881, and December 29, 1881.

By what authority incorporated: The Doe Run and White Clay Creek Railroad Company was organized under an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 24, 1868.

The name of the company was changed to the Pennsylvania and Delaware Railway Company, by act of Assembly approved April 20, 1869.

The Delaware and Pennsylvania Railroad Company was organized under an act of the General Assembly of the Commonwealth of Delaware, passed February 26, 1857.

The Pennsylvania and Delaware Railway Company, and the Delaware and Pennsylvania Railroad Company, were consolidated and merged into one company under the name and title of the Pennsylvania and Delaware Railway Company, by authority of the laws of the States of Pennsylvania and Delaware, a joint agreement dated March 17, 1873, being filed in the office of the Secretary of the Commonwealth of Pennsylvania, May 3, 1873.

The Pennsylvania and Delaware railway was sold under foreclosure of mortgage August 12, 1879, which sale was confirmed absolutely by the circuit court of the United States for the Eastern District of Pennsylvania, October 25, 1879.

On February 5, 1880, a new corporation was organized, entitled the Pomeroy and State Line Railroad Company, for that portion of the railroad extending from Pomeroy in Chester county, Pa., to the boundary line between the States of Pennsylvania and Delaware, under the provisions of an act of the Legislature of Pennsylvania, approved April 8, 1861, and the supplements thereto. The certificate of reorganization was filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880.

A corporation under the name of the Newark and Delaware City Railroad Company, for that portion of the railroad extending from the boundary line between the States of Pennsylvania and Delaware, to Delaware City, was organized on March 29, 1880, in pursuance of an act of the Legislature of Delaware passed March 27, 1879.

Under the authority of an act of the Legislature of the State of Delaware passed March 19, 1881, the portion of the Newark and Delaware City railroad lying between the north line of right of way of the main line of the Philadelphia, Wilmington and Baltimore railroad, and Delaware City, was sold to the Philadelphia, Wilmington and Baltimore Railroad Company. Under the authority of the same act, the residue of the railroad lying between the said northern line of the Philadelphia, Wilmington and Baltimore railroad and the State Line, was consolidated and merged into the Pomeroy and State Line railroad, the name of the consolidated company being changed to the Pomeroy and Newark Railroad Company. The agreement of consolidation and merger was dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Pennsylvania, December 29, 1881, and with the Secretary of the State of Delaware, December 3, 1881.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Wilson,	Philadelphia,	May 1, 1893.
J. N. DuBarry,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa..	do.
John P. Green,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	Philadelphia.
Secretary, Treasurer,	James R. McClure.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pomeroy and Newark railroad.	Pomeroy, Pa.,	Newark, Del.,	Pennsylvania Railroad Company.	26.70	21.66

Leased to the Pennsylvania Railroad Company for the term of 99 years, from and after March 1, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$502,056 25	Capital stock,	$500,000 00
Profit and loss,	179,206 52	Current liabilities,	181,262 77
Total,	$681,262 77	Total.	$681,262 77

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	22	16
Trestles:		
Number,	45	43
Aggregate length (feet),	5,939	5,718
Telegraph:		
Miles of line owned by this company,	26.70	21.66
Miles of wire owned by this company,	26.70	21.66
Miles of line operated by Pennsylvania Railroad Company, lessee,	26.70	21.66
Miles of wire operated by Pennsylvania Railroad Company, lessee,	26.70	21.66

Gauge of track, 4 ft. 9 in.

PRICEVILLE AND WINTON RAILROAD COMPANY.

Date of organization: June 11, 1890.

By what authority incorporated: Under provisions of an act of the General Assembly of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, etc.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward N. Willard	Scranton, Pa.	October 6, 1897.
Frederick W. Mason, Jr.	Scranton, Pa.	do.
H. H. Lowell	Plymouth, Pa.	do.
Everett Warren	Scranton, Pa.	do.
J. P. Rafferty	Silver Orange, N. J.	do.
E. C. Shriveall	Brooklyn, N. Y.	do.

Date of last meeting of stockholders for election of directors: None held since organization.

Postoffice address of general office: Scranton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Simon Borg	No. 15 Cortlandt street, New York.
Secretary	J. P. Rafferty	do. do.
Treasurer	do.	do. do.
Auditor	C. V. Ware	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line	Near Winton, Pa.	Near Dickson City	4.30	4.30

NOTE.—The above is the proposed line of the Priceville and Winton railroad. On June 30, 1892, no work of any kind had been done or right of way secured.

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.
By what authority incorporated: Act of May 19, 1857, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim	Philadelphia	Second Monday in January, 1893.
A. J. Antelo	Philadelphia	do.
Thomas Dolan	Philadelphia	do.
Samuel R. Shipley	Philadelphia	do.
Thos. Cochran	Philadelphia	do.
J. N. Hutchinson	Philadelphia	do.
James Boyd	Norristown, Pa.	do.
Thos. Baumgardner	Lancaster, Pa.	do.
Wm. L. Small	York, Pa.	do.
Thos. L. Haldeman	Chickies, Pa.	do.
B. F. Hiestand	Marietta, Pa.	do.
A. R. Royer	Denver, Pa.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 227 South Fourth street.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	Howard Hancock	do.
Treasurer	John Welch	do.
Comptroller	D. Jones	do.
General Manager	I. A. Sweigard	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line	Sinking Spring	Columbia	39.50	52.70
Lancaster branch	Lancaster Junction	Lancaster	8	
Mount Hope branch	Manheim	Mt. Hope	5.20	
Lancaster and Reading Narrow Gauge railway	Lancaster	Quarryville	15.30	21.60
Reading, Marietta and Hanover railroad	Marietta Junction	Chickies	6.30	
Total mileage operated				74.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,197,782 78	Capital stock,	$958,373 09
Cost of equipment,	245.241 18	Funded debt,	2,009,166 67
Cash and current assets,	240.191 42	Current liabilities,	966.635 84
Profit and loss,	1,268,251 89	Accrued interest on funded debt not yet payable,	17,291 67
Total,	$3,951,467 27	Total,	$3,951,467 27

CONTRACTS, AGREEMENTS, ETC.

United States mail. Rate per mile.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$1,080 00	. . . . .
Station agents,	24	11,266 12	$1 50
Other station men,	11	4,620 00	1 35
Enginemen,	11	12.292 80	3 57
Firemen,	12	8,335 29	2 23
Conductors,	11	9,172 80	2 67
Other trainmen,	40	24,569 76	1 97
Machinists,	1	686 40	2 20
Carpenters,	8	4,849 60	1 94
Other shopmen,	3	2.116 80	2 26
Section foremen,	14	7,020 00	1 61
Other trackmen,	40	15,600 00	1 25
Switchmen, flagmen and watchmen,	14	4,812 00	1 10
Telegraph operators and dispatchers,	10	5,488 00	1 76
All other employes and laborers,	39	18.327 16	1 51
Total,	241	$130.236 73	$1 78
Distribution of above:			
General administration,	3	$1,080 00	$1 15
Maintenance of way and structures,	73	32,504 20	1 43
Maintenance of equipment,	4	2,803 20	2 24
Conducting transportation,	161	93,849 33	1 95
Total,	241	$130,236 73	$1 78
Employes in Pennsylvania,			
Total number of employes in Pennsylvania,	241	$130.236 73	$1 78

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	20	20
Number iron,	16	16
Number wooden,	52	52
Trestles:		
Number,	15	15
Aggregate length (feet),	3,274	3.274
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	71	71
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	95	95

Gauge of track, ... 4 ft. 8½ in.

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization: February 28, 1882.
By what authority incorporated: Act of April 4, 1868, and supplements.
Operated by the Reading and Columbia Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia.	First Monday in May, 1893.
A. J. Antelo,	do.	do. do.
Thos. Cochran,	do.	do. do.
W. R. Taylor,	do.	do. do.
Albert Foster,	do.	do. do.
Jas. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Reading, Marietta and Hanover railroad.	Marietta Junction,	Chickies, Pa.,	Reading and Columbia Railroad Company.	6.30	6.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332,587 11	Capital stock,	$250,000 00
		Accrued interest on funded debt not yet payable,	82,587 11
Total.	$332,587 11	Total,	$332,587 11

EMPLOYES AND SALARIES.

General officers,	4
Total,	4
Employes in Pennsylvania:	
Total number of employes in Pennsylvania,	4

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	5	
Trestles:		
Number	5	5
Aggregate length (feet)	1,681	1,681
Gauge of track		4 ft. 8½ in.

REW CITY AND ELDRED RAILROAD COMPANY.

Date of organization: March 16, 1882.

By what authority incorporated: Under the general law of the State of Pennsylvania. Act of June, 1874, and amendments.

Operated by the Bradford, Bordell and Kinzua Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John J. Carter	Titusville, Pa.	January, 1893.
John E. Ransom	Buffalo, N. Y.	do.
Aug. Stein	New York, N. Y.	do.
M. L. Hinman	Dunkirk, N. Y.	do.
W. W. Brown	Bradford, Pa.	do.
A. I. Wilcox	Bradford, Pa.	do.
George L. Roberts	Bradford, Pa.	do.
John C. McKenna	Bradford, Pa.	do.
L. J. Backer	Boston, Mass.	do.

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating company: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John J. Carter	Bradford, Pa.
Vice President	A. I. Wilcox	Bradford, Pa.
Secretary	John E. Ransom	Buffalo, N. Y.
Treasurer	W. R. Dieffanback	Bradford, Pa.
General Solicitor, Attorney or Counsel	George L. Roberts	Bradford, Pa.
Auditor	W. R. Dieffanback	Bradford, Pa.
General Manager	John J. Carter	Bradford, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Rew City and Eldred railroad.	Rew City, . .	Eldred, . . .	Bradford, Bordell & Kinzua Railway Company.	12.16	12.16

The Rew City and Eldred Railroad Company leased to the Bradford, Bordell and Kinzua Railway Company for the term of its charter by lease dated November 1, 1882, and the total issue of stock belongs to the Bradford, Bordell and Kinzua Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$108.899 37	Capital stock.	$111,000 00
Cost of equipment, ...	4,219 23	Current liabilities, ...	2,118 60
Total.	$113,118 60	Total, ...	$113,118 60

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden, ...	1	1
Trestles:		
Number, ...	10	10
Aggregate length (feet), ...	2,857	2,857

Gauge of track, ... 3 feet.

REYNOLDSVILLE AND FALLS CREEK RAILROAD COMPANY.

Date of organization: December 13, 1883.
By what authority incorporated: General laws and supplements thereto

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Bell	Buffalo, N. Y., ...	January 1893.
G. H. Lewis, ...	Buffalo, N. Y., ...	do.
A. G. Yates, ...	Rochester, N. Y., ...	do.
Charles Clifton, ...	Buffalo, N. Y., ...	do.
George Mellinger, ...	Reynoldsville, Pa., ...	do.
L. W. Robinson, ...	Punxsutawney, Pa., ...	do.
E. J. Lofts, ...	Reynoldsville, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 12, 1892.
Postoffice address of general office: Reynoldsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	S. B. Elliott	Reynoldsville, Pa.
Vice President	F. A. Bell	Buffalo, N. Y.
Secretary	Charles Clifton	Buffalo, N. Y.
Treasurer	Geo. H. Lewis	Buffalo, N. Y.
Auditor	R. W. Macpherson	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Reynoldsville and Falls Creek railroad	Falls Creek, Pa.,	Rathmel, Pa.,	14.50	14.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$325,526 50	Capital stock	$170,000 00
Cost of equipment	26,051 32	Funded debt	170,000 00
Cash and current assets	57,989 91	Current liabilities	8,486 11
		Profit and loss	61,081 62
Total	$409,567 73	Total	$409,567 73

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$12,000 00	
Station agents	1	288 00	$1 25
Other station men	7	5,156 24	
Enginemen	3	4,045 75	2 90
Firemen	3	2,637 17	2 00
Conductors	3	3,689 49	3 00
Other trainmen		9,545 95	1 75
Machinists		375 85	3 00
Section foremen		525 00	1 75
Other trackmen		11,074 13	1 25
Switchmen, flagmen and watchmen		1,408 15	1 30
All other employes and laborers		2,747 45	
Total	23	$53,493 18	
Distribution of above:			
General administration		$12,000 00	
Maintenance of way and structures		11,599 13	
Conducting transportation		29,894 05	
Total		$53,493 18	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	7	7
Aggregate length (feet),	720	7.20

What provision, if any, has been made by this road for the payment of its funded debt? None at present, but subject will be taken up at next meeting of directors.

Gauge of track, ... 4 ft. 8½ in.

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization: April 20, 1882.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	February 7, 1893.
John P. Green,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 2, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ridgway and Clearfield railroad.	Ridgway, . . .	Falls Creek, .	Pennsylvania Railroad Company.	27.23	27.23
Total mileage, . .	. . . . .	. . . . .	. . . . .	27.23	27.23

Operated by Pennsylvania Railroad Company, under resolution of board of directors adopted July 23, 1884. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$985,970 60	Capital stock,	$491,000 00
Cash and current assets,	201,373 82	Funded debt,	491,000 00
		Profit and loss,	205,344 42
Total,	$1,187,344 42	Total,	$1,187,344 42

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	3	3
Number wooden	12	12
Telegraph:		
Miles of line owned by this company,	27.23	27.23
Miles of wire owned by this company,	54.46	54.46
Miles of line operated by Pennsylvania Railroad Company, lessee,	27.23	27.23
Miles of wire operated by Pennsylvania Railroad Company, lessee,	54.46	54.46

Gauge of track,	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained at par or less, shall annually be appropriated therefor, provided the net earnings are sufficient.

RIVERFRONT RAILROAD COMPANY.

Date of organization: May 5, 1876.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	March 21, 1893.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 22, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary, } Treasurer, }	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Riverfront railroad,	Lehigh avenue,	Dock street,	Pennsylvania Railroad Company.	3.62	3.62
Riverfront railroad,	Canal street,	Laurel street,	Pennsylvania Railroad Company.	.24	.24
Total mileage,				3.86	3.86

Leased to the Pennsylvania Railroad Company for the term of fifty years, from and after May 1, 1882, at a rental of $23,000 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$604,968 01	Capital stock,	$216,000 00
Cash and current assets,	17,102 49	Funded debt,	216,000 00
Other assets:		Current liabilities,	164,143 81
Sinking fund,	4,000 00	Profit and loss,	29,926 69
Total,	$626,070 50	Total,	$626,070 50

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA
Bridges:		
Number iron,	1	1
Number wooden,	1	1
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By advertising annually until date of maturity of the bonds whenever said bonds can be purchased at not exceeding their par value, amounting at par to the sum of $2,000.

ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY COMPANY.

Date of organization: March 27, 1889.
By what authority incorporated: General railroad law, approved April 4, 1868.
The road is not yet in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. Slataper,	Pittsburg,	January 9, 1893.
William Mullins,	do.	do.
L. L. Gilbert,	do.	do.
James McCrea,	do.	do.
Thomas Rodd,	do.	do.
S. C. Scott,	do.	do.
J. J. Brooks,	do.	do.
John E. Davidson,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas D. Messler,	Pittsburg.
Secretary,	S. B. Liggett,	do.
Treasurer,	T. H. B. McKnight,	do.

PROPERTY OPERATED.

Rochester, Beaver Falls and Western railway, from Rochester to Wurtemburg, not yet constructed.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$48,125 76	Capital stock,	$75,000 00
Cash and current assets,	26,874 24		
Total,	$75,000 00	Total,	$75,000 00

EMPLOYES AND SALARIES.

General officers, 3; compensation nothing.

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization: December 31, 1888.
By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien,	Philadelphia, Pa.,	First Monday in May, 1893.
W. A. Church,	do.	do. do.
W. R. Taylor,	do.	do. do.
W. G. Brown,	do.	do. do.
W. B. Scott,	do.	do. do.
James M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.
General Manager,	I. A. Sweigard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From—	To—		
Rupert and Bloomsburg railroad.	Rupert,	Bloomsburg,	1.60	1.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$58,046 00	Capital stock,	$50,000 00
Cash and current assets.	4,310 16	Current liabilities,	20,852 99
Profit and loss,	8,496 83		
Total,	$70,852 99	Total,	$70,852 99

CONTRACTS, AGREEMENTS, ETC.

United States Mail—Rate per mile.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4		
Station agents,	1	$840 00	$2 69
Other stationmen,	2	900 00	1 45
Section foremen,	1	480 00	1 54
Other trackmen,	14	5,360 00	1 25
Telegraph operators and dispatchers,	1	437 80	1 37
All other employes and laborers,	13	11,985 00	3 18
Total,	36	$20,002 80	$1 78
Distribution of above:			
General administration,	4		
Maintenance of way and structures,	15	$5,840 00	$1 27
Conducting transportation,	17	14,162 80	2 67
Total,	36	$20,002 80	$1 78
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	36	$20,002 80	$1 78

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Telegraph:		
Miles of line operated by the Philadelphia, Reading and Pottsville Telegraph Company,	1.75	1.75
Miles of wire operated by the Philadelphia, Reading and Pottsville Telegraph Company,	7.25	7.25

Gauge of track, ... 4 ft. 8½ in.

SALISBURY RAILROAD COMPANY.

Date of organization: May 8, 1875.

By what authority incorporated: Salisbury and Baltimore Railroad Company, State of Pennsylvania, act April 8, 1861; re-organized as the Salisbury Railroad Company, May 8, 1875.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. Holbrook,	Pittsburg,	First Monday in May, 1893.
J. B. Jackson,	Pittsburg,	do. do.
Johns McCleave,	Pittsburg.	do. do.
C. S. Wight,	Pittsburg,	do. do.
Charles Donnelly,	Pittsburg,	do. do.
J. M. Schoonmaker,	Pittsburg,	do. do.
A. J. Hill,	Vanderbilt, Pa.,	do. do.
Francis Burns,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: Pittsburg.
Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg.
Secretary,	A. W. Black.	Pittsburg
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Salisbury Railroad Company.	Salisbury Junction, Pa.,	West Salisbury, Pa.	Baltimore and Ohio Railroad Company.	8.60	8.60
Grassy Run extension,	Grassy Run Junction, Pa.,	Co-operative mines. Pa.	Baltimore and Ohio Railroad Company.	2	2
Hocking extension,	Hocking Junction, Pa.,	Hamilton mine No. 1, Pa.	Baltimore and Ohio Railroad Company.	1.10	1.10
Total mileage,				11.70	11.70

Operated by Baltimore and Ohio Railroad Company by reason of the ownership of a majority of its stock by the Pittsburg and Connellsville Railroad Company, which latter company is leased by the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,		$258,977 46	Capital stock,	$117,800 00
Cost of equipment,		11,840 72	Scrip stock,	229 50
Cash and current assets,		13 71	Funded debt,	150,000 00
Other assets:			Current liabilities,	1,841 00
B. & O. R. R. Co.,	$27,829 47		Profit and loss,	29,008 45
Yutzy & Scott,	217 59			
		28,047 06		
Total,		$298,878 95	Total,	$298,878 95

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents	2	$1 47
Enginemen	1	3 50
Firemen	1	1 80
Conductors	1	3 08
Other trainmen	4	1 85
Section foremen	3	1 33
Other trackmen	9	1 09
Total	21	
Distribution of above:		
Maintenance of way and structures	12	
Conducting transportation	9	
Total	21	
Employes in Pennsylvania:		
Total number of employes in Pennsylvania	21	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	7	7
Trestles:		
Number	8	8
Aggregate length (feet)	1,360	1,360

Gauge of track, 4 ft. 8¾ in.

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of organization: June 7, 1880.
By what authority incorporated: March 29, 1871.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
George DeB. Keim	Philadelphia	First Monday in May, 1893	
A. J. Antelo	do.	do.	do.
Thomas Cochran	do.	do.	do.
W. R. Taylor	do.	do.	do.
Albert Foster	do.	do.	do.
J. M. Landis	do.	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	Howard Hancock	do.
Treasurer	John Welch	do.
Comptroller	D. Jones	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill and Lehigh railroad.	Reading,	Slatington, Pa.,	Philadelphia and Reading railroad.	44	44

Leased to the Philadelphia and Reading Railroad Company April 11, 1883, for 999 years from May 1, 1883.

Lessee pays all expenses of operating and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,063,800 32	Capital stock	$50,000 00
Cash and current assets	17,648 13	Funded debt	1,000,000 00
		Current liabilities	31,448 45
Total	$1,081,448 45	Total	$1,081,448 45

EMPLOYES AND SALARIES.

General officers	4

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	2	2
Number combination	51	51
Trestles:		
Number	23	23
Aggregate length (feet)	3,327	3,327

Gauge of track	4 ft. 8½ in.

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

If a consolidated company, name the constituent companies: Schuylkill River East Side railroad and Philadelphia, Newtown and Chester railroad, May 19, 1886, filed with Secretary of the Commonwealth, May 21, 1886.

Operated by Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington,	Pittsburg,	First Monday after second Tuesday, December, 1892.
T. M. King,	Philadelphia,	do.
Geo. deB. Keim,	Philadelphia,	do.
H. T. Douglas,	Baltimore, Md.,	do.
R. L. Asbhurst,	Philadelphia,	do.
Jno. Carroll Walsh,	Jerusalem Mills, Md.,	do.
J. Van Smith,	Philadelphia,	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas M. King,	Philadelphia.
Secretary and Assistant Treasurer,	Theo. Frothingham,	Philadelphia.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Chief Engineer,	H. T. Douglas,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.
Superintendent,	J. Van Smith,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
Schuylkill River East Side railroad.	West side, Schuylkill river, Pa.,	Park Junction. Phila., Pa.	Baltimore and Ohio Railroad Company.	3.60
Delaware branch,	East side, Schuylkill river, Pa.,	Pier 40, Phila., Pa.		7.90
Total mileage,				11.50

Operated under contract of November 6, 1885, between the Schuylkill River East Side railroad, the Baltimore and Ohio railroad, the Baltimore and Philadelphia railroad and the Philadelphia and Reading railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$9,000,000 00	Capital stock,	$4,500,000 00
Cash and current assets,	49,057 17	Funded debt,	4,500,000 00
		Profit and loss,	49,057 17
Total,	$9,049,057 17	Total,	$9,049,057 17

CONTRACTS, AGREEMENTS, ETC.

As per contract of November 6, 1885. Operated by Baltimore and Ohio Railroad Company, in connection with the Philadelphia and Reading Railroad Company.

EMPLOYES AND SALARIES.

General officers, 4; total yearly compensation,	$1,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Trestles:		
Number,	5	5
Aggregate length (feet),	200	200
Tunnels:		
Number,	2	2
Maximum length (feet),	3,990.5	3,990.5
Minimum length (feet),	401.85	401.85
Aggregate length of all tunnels (feet),	4,391.90	4,391.90

Gauge of track, ... 4 ft. 8½ in.

SCHUYLKILL RIVER WEST SIDE RAILROAD COMPANY.

Date of organization: July 16, 1883.
By what authority incorporated: Commonwealth of Pennsylvania.
Road not yet in operation.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	Second Monday in January, 1893.
A. J. Antelo	Philadelphia,	do. do.
Thomas Dolan,	Philadelphia,	do. do.
Samuel R. Shipley,	Philadelphia,	do. do.
W. R. Taylor,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$2,859 10	Capital stock	$1,500 00
		Current liabilities	1,359 10
Total	$2,859 10	Total	$2,859 10

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization: March 20, 1827.

By what authority incorporated: State of Pennsylvania, act approved March 20, 1827.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo	407 Library street, Philadelphia	December, 1892.
Thomas Cochran	do. do.	do.
George deB. Keim	do. do.	do.
P. C. Hollis	do. do.	do.
William R. Taylor	do. do.	do.
J. M. Landis	do. do.	do.

Date of last meeting of stockholders for election of directers: December 28, 1891.

Postoffice address of general office: 407 Library street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	407 Library st., Philadelphia.
Secretary, Treasurer	P. C. Hollis	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill Valley Navigation and Railroad Company.	Port Carbon.	Reevesdale.	Philadelphia and Reading Railroad Company.	11	11

The Schuylkill Valley Navigation and Railroad Company leased its road to the Philadelphia and Reading Railroad Company, on the 25th of July, 1861, for a period of 999 years at a rental of $29,450.00 and taxes per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$576,840 94	Capital stock,	$576.050 00
Cash and current assets and six months rental due June 1,	1,031 75	Dividends uncalled for,	404 80
Dividends declared in July,	14,725 00	Profit and loss,	16,142 89
Total,	$592,597 69	Total,	$592,597 69

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers:		
President,	1	$200 00
Secretary and Treasurer,	1	250 00
Total	2	$450 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	1	1
Number wooden,	16	16
Trestles:		
Number,	10	10
Aggregate length (feet),	525¾	525¾
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	11	11
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	44	44
Gauge of track,		4 ft. 8½ in

SEWICKLEY AND JEANNETTE RAILROAD COMPANY.

Date of organization: August 26, 1891.

By what authority incorporated: "An act to authorize the formation and regulation of railroad corporations," aproved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Wood,	Pittsburg,	August 24, 1892, or until successor is elected.
C. W. Wood,	Port Perry, Pa.	do. do.
W. G. Wilkins,	Allegheny City,	do. do.
George S. Davison,	Pittsburg,	do. do.
B. G. Boilleau,	Pittsburg,	do. do.
W. J. Scully,	Pittsburg,	do. do.

Date of last meeting of stockholders for election of directors: August 24, 1891.

Postoffice address of general office: 43 Sixth avenue, room 9, Pittsburg.

Postoffice address of operating company: Not operated.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	B. L. Wood, Jr.,	(Deceased.)
Secretary,	W. P. Wood,	No. 8 Wood st., Pittsburg.
Treasurer,	W. P. Wood,	No. 8 Wood st., Pittsburg.
Attorney,	Robert S. Fraser,	Pittsburg.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,000 00	Capital stock,	$3,000 00
Total,	$3,000 00	Total,	$3,000 00

SHADE CREEK RAILROAD COMPANY.

Date of organization: March 23, 1888.
By what authority incorporated: Act 29th of April, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. H. Baker,	Pittsburg,	January 11, 1893.
M. Saxmem, Jr.,	Latrobe, Pa.,	do.
E. Pitcairn,	Pittsburg,	do.
Jos. C. Head,	Latrobe, Pa.,	do.
John P. Logan,	Philadelphia,	do.
Chas. N. Wire,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1892.
Postoffice address of general office: 201 Walnut Place, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. G. Audenried,	Philadelphia.
Secretary, Treasurer,	M. Hayden Leenard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Shade Creek railroad,	Foustwell station on Baltimore and Ohio railroad,	Cambria lumber mills,	1	1

GENERAL BALANCE SHEET

DR.		CR.	
Cost of road,	$9,530 59	Capital stock,	$12,500 00
Cost of equipment,	3,075 25	Current liabilities,	137 16
Profit and loss,	31 32		
Total,	$12,637 16	Total	$12,637 16

28 11 92

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks	1	$120 00	*$10 00
Enginemen	1	600 52	2 50
Other trainmen	1	200 00	1 00
Total	....	$920 52	.....
Distribution of above:			
General administration	....	$120 00	.....
Conducting transportation	....	800 52	.....
Total	....	$920 52	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	3	.....	.....

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden	2
Trestles:	
Number	2
Aggregate length (feet)	300
Gauge of track	3 feet.

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Date of organization: February 17, 1882.
By what authority incorporated: Act of April 4, 1868.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo	Philadelphia	Second Monday in January, 1893.
George DeB. Keim	Philadelphia	do.
Thomas Cochran	Philadelphia	do.
Thomas Dolan	Philadelphia	do.
W. R. Taylor	Philadelphia	do.
Samuel R. Shipley	Philadelphia	do.
James Boyd	Norristown, Pa.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.

* Per month.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin, Sunbury and Lewisburg railroad.	Shamokin, . .	West Milton, Pa.	Philadelphia and Reading railroad.	31.10	31.10

Leased to the Philadelphia and Reading Railroad Company July 20, 1883, for 999 year. Lessee pays all expenses of operating and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3.048,261 62	Capital stock,	$2,000,000 00
Cash and current assets,	951,988 83	Funded debt,	2,000,000 00
		Current liabilities,	250 45
Total,	$4,000,250 45	Total,	$4,000,250 45

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	18	18
Number combination,	24	24
Gauge of track,	4 ft. $8\frac{1}{2}$ in.	

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1858.
By what authority incorporated: Special act March 25, 1858.
Operated by Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	May 1, 1893.
A. J. Cassatt,	Philadelphia,	do.
Edmund Smith,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	G. B. Roberts,	Philadelphia.
Secretary,	Stephen W. White,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin Valley and Pottsville Railroad Company.	Sunbury,	Mt. Carmel,	Northern Central Railway Company.	27.30	27.30
Branch,			Northern Central Railway Company.	2.48	2.48
Total mileage,				29.78	29.78

Road and coal lands leased for 999 years, from February 27, 1863, to the Northern Central Railway Company. Rental equivalent to seven per cent. per annum interest on bonds, six per cent. dividend on capital stock and taxes.

STOCKS OWNED.

NAME.	Total par value.	Rate—per cent.	Income or dividend received.
Pennsylvania Railroad Company,	$2,750 00	6	*156 00

*Six per cent on fifty two shares.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,208,050 00	Capital stock,	$869,450 00
Stocks of other companies owned,	2,877 66	Funded debt,	2,000,000 00
Lands owned,	1,677,950 00	Current liabilities,	73,365 00
Cash and current assets,	73,395 06	Profit and loss,	9,457 72
Total,	$2,952,272 72	Total,	$2,952,272 72

IMPORTANT CHANGES DURING THE YEAR.

Purchased three shares of stock of Pennsylvania Railroad Company, May 31, 1892.

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	5	5
Number wooden,	17	17
Trestles:		
Number,	9	9
Aggregate length (feet),	154	154
Telegraph:		
Miles of line owned by this company,	26.78	26.78
Miles of wire owned by this company,	55.54	55.54
Miles of line operated by Northern Central Railway Company, lessee,	26.78	26.78
Miles of wire operated by Northern Central Railway Company, lessee,	55.54	55.54

Gauge of track,	4 ft. 9 in.

SHARON RAILWAY COMPANY.

Date of organization: July 16, 1873.

By what authority incorporated: Organized under an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railway corporations," approved April 4, 1868, and by consolidation possesses the franchise, rights and privileges conferred on the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company by act of June 2, 1870.

If a consolidated company, name the constituent companies: The Sharon railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, consolidated November 27, 1875, under the act of the General Assembly of the Commonwealth of Pennsylvania, approved May 16, 1861 (P. L. 702 to 704).

Operated by the New York, Pennsylvania and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Norman Hall,	Sharon, Pa.,	January, 1893.
P. L. Kimberly,	Sharon, Pa.,	do.
J. J. Spearman,	Sharon, Pa.,	do.
Simon Perkins,	Sharon, Pa.,	do.
J. J. Pierce,	Sharpsville, Pa.,	do.
Earl Tapper,	Cleveland, Ohio,	do.
Fayette Brown,	Cleveland, Ohio,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Sharon, Pa.
Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. A. Wheeler,	Sharon, Pa.
Secretary,	John H. Dynes,	Cleveland, Ohio.
Treasurer,	Charles Hall,	Sharon, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
The Sharon railway,	Sharon,	Pymatuning,	New York, Pennsylvania and Ohio Railroad Co.	7.93
Middlesex Extension,	Ferona,	West Middlesex,		6.82
Sharpsville Extension,	Boyce,	Sharpsville,		1.56
Yards and side tracks,				9.84
Total mileage,				26.15

The Sharon railway is operated by the New York, Pennsylvania and Ohio Railroad Company (Erie system), under lease for 99 years from December 1, 1886. The rental is payable quarterly, and is based upon the total issue of stock at the rate of six per cent. per annum, and upon the first mortgage bonds at the rate of five and five-eighths per cent. per annum. Excess of income over dividends, fixed charges and expenses to be refunded annually.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$617,345 20	Capital stock,	$453,350 00
Cash and current assets,	7,445 41	Funded debt,	164,000 00
		Profit and loss,	7,440 61
Total,	$624,790 61	Total,	$624,790 61

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Trestles:		
Number,	35	35
Aggregate length (feet),	1,933	1,933

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1876.

By what authority incorporated: State of Pennsylvania, acts April 4, 1868, and February 17, 1870.

If a consolidated company, name the constituent companies: Sharpsville and Oakland Railroad Company, organized January 25, 1866.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. B. Washington,	Pittsburg,	Second Monday in January,	1893
C. K. Lord,	Baltimore, Md.,	do.	do.
J. D. Messler,	Pittsburg,	do.	do.
Johns McCleave,	Pittsburg,	do.	do.
E. B. Taylor,	Pittsburg,	do.	do.
J. B. Caven,	Pittsburg,	do.	do.
J. J. Pierce.	Sharpsville, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Postoffice box 939, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. V. Patton,	Pittsburg.
Vice President,	J. B. Washington,	do.
Secretary,	W. L. Washington,	do.
Treasurer,	J. B. Washington.	do.
Auditor,	S. K. Harris,	do.
General Manager,	J. V. Patton,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sharpsville railroad,	Sharpsville,	Wilmington Junction,	17	....
Lackawannock branch.	Lackawannock Junction,	Lackawannock Mines,	.80	....
Furnace branch,	In borough of Sharpsville,	.....	.92	....
Sharon branch,	Sharpsville,	Sharon,	.75	....
Neshannock branch,	Summit,	Neshannock,	1.06	....
Sidings and yard tracks,	.....	.....	2	....
Total,	.....	.....	22.53	22.53

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$423,340 24	Capital stock	$350,000 00
Cost of equipment	26,856 19	Current liabilities	115,133 77
Cash and current assets	9,695 76		
Other assets:			
Sundries	1,141 38		
Profit and loss	4,100 20		
Total	$465,133 77	Total	$465,133 77

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$2,950 00	.....
General office clerks	1	180 00	$0 50
Station agents	4	1,140 00	98
Other station men	1	360 00	1 00
Enginemen	2	1,862 75	2 97
Firemen	2	1,143 50	1 83
Conductors	2	1,671 23	2 67
Other trainmen	8	2,929 00	1 17
Section foremen	2	1,140 00	1 56
Other trackmen	9	3,444 66	1 22
Switchmen, flagmen and watchmen	1	370 00	1 01
Total	37	$17,191 14	$1 38
Distribution of above:			
General administration	6	$3,130 00	$1 43
Maintenance of way and structures	12	4,954 66	1 32
Conducting transportation	19	9,106 48	1 47
Total	37	$17,191 14	$1 38

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	1
Number wooden	6	

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

Date of organization: November 21, 1884.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by the Tionesta Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Jerry Crary,	Sheffield, Pa.	C. W. R. Radeker,	Sheffield, Pa.
John McNair,	Sheffield, Pa.	J. H. Horton,	Sheffield, Pa.
George Horton,	Sheffield. Pa.	J. F. Schœllkopf,	Buffalo, N. Y.
Isaac Horton,	Sheffield, Pa.	Webb Horton,	Middletown, N. Y.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Webb Horton,	Middletown, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Charles Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	Isaac Horton,	Sheffield, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sheffield and Spring Creek railway,	Sheffield Junction,	Parrish,	Tionesta Valley railroad.	9.5	9.5

Leased to the Tionesta Valley Railroad Company December 1, A. D. 1884, for a term of 99 years at an annual rental of $300.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$38,950 50	Capital stock,	$9,000 00
		Current liabilities,	12,000 00
		Profit and loss,	17,950 50
Total,	$38,950 50	Total,	$38,950 50

SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1886.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and the acts supplementary thereto.

Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. P. Leland,	Cleveland, O.,	When their successors are elected.
Dan. P. Eells,	Cleveland, O.,	
J. N. McClure,	Sharon, Pa.,	
Walter Pierce,	Sharpsville, Pa.,	
J. S. Fruit,	Sharon, Pa.,	
Enoch Fiter,	Sharon, Pa.,	
Joseph Forker,	Sharon, Pa.,	
F. H. Buhl,	Sharon, Pa.,	
John Phillips,	Sharon, Pa.,	

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of operating company: Lake Shore and Michigan Southern Railway Company, Cleveland, O.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Daniel P. Eells,	Cleveland, O.
Secretary,	C. P. Leland,	do.
Treasurer,	C. P. Leland,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shenango Valley railroad. . . .	Sharon, Pa.,	State Line, O.	Lake Shore and Michigan Southern railway.	1.95	1.95

Under date of October 1, 1889, the capital stock and outstanding obligations of the Shenango Valley railroad were purchased by the Mahoning Coal Railroad Company and a contract entered into giving the said Mahoning Coal railroad full possession of all the property of the said Shenango Valley railroad and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity, the Mahoning Coal railroad to pay all taxes and assessments and cost of maintaining corporate organization, and maintain the property in good condition and repair.

Under the same date the said Shenango Valley railroad was leased in perpetuity by the Mahoning Coal railroad to the Lake Shore and Michigan Southern railway at a rental of forty per cent. of the gross earnings and the payment of taxes and maintenance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$127,787 33	Capital stock,	$60,000 00
		Value of notes given contractor,	67,787 33
Total,	$127,787 33	Total,	$127,787 33

CHARACTERISTICS OF ROAD.

Number iron bridges (length 320 feet)	1
Gauge of track,	4 ft. 8½ in.

SINNEMAHONING VALLEY RAILROAD COMPANY.

Date of organization: May 8, 1885.
By what authority incorporated: Pennsylvania general law approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. H. Goodyear,	Austin, Pa.,	January 11, 1893.
C. W. Goodyear,	Austin, Pa.,	do.
N. N. Metcalf	Austin, Pa.,	do.
W. I. Lewis,	Coudersport, Pa.,	do.
H. A. Avery,	Forest House, Pa.	do.
M. M. Griffin,	Wrights, Pa.,	do.
Dan Collins,	Austin, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Austin, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. H. Goodyear,	Austin, Pa.
Vice President,	C. W. Goodyear,	Austin, Pa.
Secretary,	N. N. Metcalf,	Austin, Pa.
Treasurer,	E. O. Cheney,	Austin, Pa.
Chief Engineer,	C. E. Botsford,	Springville, N. Y.
General Solicitor, Attorney or Counsel.	W. I. Lewis,	Coudersport, Pa.
Auditor,	E. O. Cheney,	Austin, Pa.
General Manager,	C. W. Goodyear,	Austin, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sinnemahoning Valley Railroad Company.	Keating Summit, Pa.,	Costello, Pa.,	12.23	12.23

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$90,000 00	Capital stock,	$90,000 00
Cash and current assets,	207 53	Funded debt,	203 53
		Profit and loss,	4 00
Total,	$90,207 53	Total,	$90,207 53

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$8,500 00	
General office clerks,	4	2,880 00	$2 30
Station agents,	3	2,160 00	2 30
Other stationmen,	2	1,080 00	1 73
Enginemen,	3	3,240 00	3 45
Firemen,	3	2,160 00	2 50
Conductors,	3	3,240 00	3 45
Machinists,	13	8,112 00	2 00
Switchmen, flagmen and watchmen,	25	6,238 00	80
Total,	60	$38,600 00	
Distribution of above (cannot furnish exactly these figures, approximate only):			
General administration,	8	$11,380 00	$5 00
Maintenance of way and structures,	25	6,238 00	80
Maintenance of equipment,	13	8,112 00	2 00
Conducting transportation,	14	12,880 00	
Total,	60	$38,610 00	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	60		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	5	5
Aggregate length (feet),	425	425

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1889.
By what authority incorporated: Under general laws approved June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Jessup,	Scranton, Pa.,	March 26, 1891.
James B. Weed,	Binghamton, N. Y.,	do.
Wm. S. Hill,	Binghamton, N. Y.,	do.
Wm. H. Jessup, Jr.,	Scranton, Pa.,	do.
Geo. S. Jessup,	Scranton, Pa.,	do.
H. C. Jessup,	Scranton, Pa.,	do.
Horace E. Hand,	Scranton, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 26, 1890.
Postoffice address of general office: Montrose, Pa.
Postoffice address of operating company: Slate Run, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James B. Weed,	Binghamton, N. Y.
Secretary,	Wm. S. Hill,	Binghamton, N. Y.
Treasurer,	Frederick M. Weed,	Binghamton, N. Y.
Chief Engineer,	A. P. Bovier,	Elmira, N. Y.
General Manager,	E. C. Rodman,	Slate Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Slate Run Railroad Company.	Slate Run, Pa	North Bend, Pa.,	15	15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$65,757 31	Capital stock,	$81,000 00
Cost of equipment,	15,242 69	Current liabilities,	12,006 84
Cash and current assets,	17,049 74	Profit and loss,	5,042 90
Total,	$98 049 74	Total,	$98,049 74

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (no compensation),	1	.....	.....
General office clerks (no compensation),	1	.....	.....
Enginemen,	2	$1,890 00	$3 37
Firemen,	2	978 12	1 75
Other trainmen,	8	3,069 75	1 75
Carpenters,	2	1,200 00	2 00
Section foremen,	2	900 00	2 50
Other trackmen,	22	5,221 58	1 25
Total,	40	$13,259 45	$1 65
Distribution of above:			
General administration,	2	.....	.....
Maintenance of way and structures,	24	$6,121 58	$1 34
Maintenance of equipment,	2	1,200 00	2 00
Conducting transportation,	12	5,937 87	2 00
Total,	40	$13,259 45	$1 65
Employes in Pennsylvania:			
Total number of employes in Pennsylvania: All.			

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	16	16

Gauge of track, ... 3 feet.

SLATINGTON RAILROAD COMPANY.

Date of organization: June 1, 1888.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien,	Philadelphia,	First Monday in May, 1893.
I. A. Sweigard,	do.	do.
C. G. Hancock,	do.	do.
D. Jones,	do.	do.
C. H. Quarles,	do.	do.
John Walker, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer.	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

Slatington Railroad Company, from Slatington Junction to Walnut Port, Pa. Not constructed.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,733 29	Capital stock,	$20,000 00
Cash and current assets,	18,266 71		
Total,	$20,000 00	Total,	$20,000 00

EMPLOYES AND SALARIES.

General officers 4; no yearly compensation.

SOMERSET COUNTY RAILROAD COMPANY.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	ADDRESS.
Joseph Heineu,	Mauch Chunk, Pa.	Frank Schwartz,	East Mauch Chunk, Pa.
Frank Schweibinz,	East Mauch Chunk, Pa.	Pius Schweibinz,	East Mauch Chunk, Pa.
John Schabo,	Shamokin, Pa.	Jos. Schaefer.	Mauch Chunk, Pa.

Date of last meeting of stockholders for election of directors: December 31, 1891.
Postoffice address of general office: Confluence, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Max Schweibinz,	Confluence, Pa.
Secretary,	Alfred Schweibinz,	do.
Treasurer,	P. H. Schweibinz,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Somerset County railroad,	Schweibinz station,	Schweibinz mills.	8.7	8.7
	Schweibinz mills,	Stone quarry,	.2	.2
Total mileage operated.			8.9	8.9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$74,300 00	Capital stock	$68,300 00
		Funded debt	6,000 00
Total	$74,300 00	Total	$74,300 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$900 00	
General office clerks	1	480 00	$1 60
Enginemen	1	876 00	2 50
Firemen	1	433 00	1 45
Other trainmen	1	437 35	1 45
Section foremen	1	421 85	1 50
Other trackmen	3	882 06	1 25
Total	11	$4,430 26	

CHARACTERISTICS OF ROAD.

Gauge of track . . . . . 3 feet.

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization: January 27, 1879.

By what authority incorporated: State of Pennsylvania, act of April 8, 1861. Somerset and Mineral Point Railroad Company reorganized as Somerset and Cambria Railroad Company.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. H. Koontz	Somerset, Pa.	First Monday in May,	189
Mord Lewis	Clarksburg, W. Va.	do.	do.
W. J. Hitchman	Mt. Pleasant, Pa.	do.	do.
William Reed	Baltimore, Md.	do.	do.
W. P. Kooser	Somerset, Pa.	do.	do.
C. S. Wright	Pittsburg, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. B. Washington	Pittsburg.
Secretary	A. W. Black	Pittsburg.
Treasurer	W. H. Ijams	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Somerset and Cambria Railroad Company.	Rockwood, Pa.,	Johnstown, Pa.	Baltimore and Ohio Railroad Company.	45.10	45.10

Operated by the Baltimore and Ohio Railroad Company, by reason of a majority of its stock being owned by the Pittsburg and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company from August 15, 1879.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,337,300 45	Capital stock	$1,000,000 00
Cash and current assets	394,138 95	Funded debt	754,500 00
Profit and loss	23,060 60		
Total	$1,754,500 00	Total	$1,754,500 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents	5	$1 30
Other station men	4	1 62
Enginemen	5	4 32
Firemen	5	2 23
Conductors	3	3 10
Other trainmen	13	1 57
Other shopmen	8	1 50
Section foremen	11	1 31
Other trackmen	39	1 13
Switchmen, flagmen and watchmen	6	1 16
Telegraph operators and dispatchers	4	1 50
All other employes and laborers	6	91
Total	109	....
Distribution of above:		
Maintenance of way and structures	50	....
Maintenance of equipment	8	....
Conducting transportation	51	....
Total	109	....
Employes in Pennsylvania:		
Total number of employes in Pennsylvania	109	....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	34	34
Number wooden	30	30
Trestles:		
Number	3	3
Aggregate length (feet)	253	253
Tunnels:		
Number	1	1
Maximum length (feet)	322	322
Minimum length (feet)	322	322
Aggregate length of all tunnels (feet)	322	322
Telegraph:		
Miles of line operated by Western Union Telegraph Company	45.10	.....
Miles of wire operated by Western Union Telegraph Company	90.20	.....

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

SOUTH CHESTER RAILROAD COMPANY.

Date of organization: Articles of association filed January 22, 1891.

By what authority incorporated: Act approved April 4, 1868, and the supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay	Philadelphia	February 14, 1893.
Lewis Neilson	Philadelphia	do.
Wm. A. Patton	Radnor, Delaware county, Pa.	do.
N. Parker Shortridge	Wynnewood, Montgomery county, Pa.	do.
John C. Sims	Philadelphia	do.
Stephen W. White	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Not in operation.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John P. Green	233 South Fourth street, Philadelphia, Pa.
Secretary and Treasurer	Albert Hewson	do. do.
Chief Engineer	Wm. H. Brown	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
South Chester railroad.	A connection with the Philadelphia, Wilmington and Baltimore railroad about 1,400 feet north of Lamokin station.	The dividing line between the States of Pennsylvania and Delaware, south of Marcus Hook.	4	4

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$18,898 38	Capital stock.	25,000 00
Cash and current assets.	5,995 32		
Other assets:			
Sundries, ...	106 30		
Total, ...	$25,000 00	Total.	$25,000 00

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Date of organization: July 25, 1889.

By what authority incorporated: Under act of April 4, 1868, and supplementary acts.

Operated by Lehigh and Hudson River Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope.	Philadelphia.	Second Monday in January, 1893.
S. Shepherd, ...	do.	do.
E. Hill, ...	do.	do.
E. N. Moor.	do.	do.
W. A. Buchanan.	do.	do.
C. F. Howell, ...	do.	do.
	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Lehigh and Hudson River Railway Company, Warrick, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. S. Harris, ...	Philadelphia.
Secretary, ...	S. Shepherd, ...	do.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

South Easton and Phillipsburg Railroad Company, from South Easton, Pa., to boundary line between States of New Jersey and Pennsylvania. Operated by the Lehigh and Hudson River Railway Company. Miles of line in Pennsylvania, about one-third.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$82,899 12	Capital stock	$75,000 00
		Current liabilities	7,899 12
Total	$82,899 12	Total	$82,899 12

SOUTH FORK RAILROAD COMPANY.

Date of organization: July 2, 1890.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Richard Coulter	Greensburg, Pa.,	March 28, 1893.
Henry D. Welsh	Philadelphia,	do.
George F. Huff	Greensburg, Pa.,	do.
Robert Pitcairn	Pittsburg,	do.
William A. Patton	Philadelphia,	do.
W. H. Barnes	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry	Philadelphia.
Secretary	James R. McClure	do.
Treasurer		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:—

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

The above agreement was dated August 15, 1891, on which date the railroad was opened for traffic.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$97,374 95	Capital stock,	$28,000 00
Profit and loss,	7,391 80	Current liabilities,	76,766 75
Total,	$104,766 75	Total,	$104,766 75

IMPORTANT CHANGES DURING THE YEAR.

Road completed and put in operation August 15, 1891.

Operating agreement with Pennsylvania Railroad Company of date August 15, 1891.

Subscription to $28,000.00 capital stock paid in full and certificates therefor issued.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length (feet),	96	96
Gauge of track,		4 ft. 9 in.

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization: February 1, 1873.

By what authority incorporated: Laws of Pennsylvania. Acts of assembly, March 22, 1867, April 30, 1869.

Operated by the Cumberland Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	May, 1893.
George B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
W. W. Jennings,	Harrisburg, Pa.,	do.
George H. Stewart,	Shippensburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of general office: Chambersburg.
Postoffice address of operating company: Chambersburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg.
Secretary, Treasurer,	W. L. Ritchey,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Southern Pennsylvania Railroad and Mining Company.	Junction Cumberland Valley railroad.	Mercersburg,	Cumberland Valley Railroad Company.	13.60	13.60
	Mercersburg Junction,	Richmond,		7.80	7.80
Total mileage,				21.40	21.40

Leased to and operated by the Cumberland Valley Railroad Company as part of its system, upon the terms: That the receipts shall be applied to the cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all other expenses of operation, including taxes, insurance, etc., etc. The balance, if any, to be paid to the lessor. The lease became effective March 1, 1870, to continue for a period of 199 years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, including landed estate,	$1,425,000 00	Capital stock,	$800,000 00
Profit and loss,	118,058 60	Funded debt,	625,000 00
		Current liabilities,	118,058 60
Total,	$1,543,058 60	Total,	$1,543,058 60

CHARACTERISTICS OF ROAD

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	4	4
Number wooden,	2	2
Gauge of track,	4 ft. 9 in.	

SOUTH WEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization: Incorporated March 16, 1871.

By what authority incorporated: Special act of March 16, 1871.

If a consolidated company, name the constituent companies: The Uniontown and West Virginia Railroad Company was consolidated with the South West Pennsylvania Railway Company March 3, 1877.

The Uniontown and West Virginia Railroad Company was chartered April 2, 1868, sold March 4, 1874.

The Uniontown and West Viriginia Railroad Company organized April 3, 1874, by purchasers of Uniontown and West Virginia Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John K. Ewing,	Uniontown, Pa.,	March 7, 1893.
George F. Huff,	Greensburg, Pa.,	do.
George A. Torrence,	New Haven, Pa.,	do.
J. F. Wentling,	Greensburg, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Robert Pitcairn,	Pittsburg,	do.
G. B. Roberts,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. J. Howard,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 1, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South West Pennsylvania railway.	Greensburg,	Fairchance.	Pennsylvania Railroad Company.	44.50	44.50
Branches,				64.46	64.46
Total mileage,				108.96	108.96

Leased to the Pennsylvania Railroad Company for one year, from April 1, 1892. Renewed every year. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$2,438,854 49	Capital stock	$1,499,900 00
Cash and current assets	1,165,341 85	Funded debt	900,000 00
Other assets:		Current liabilities	31,115 64
Sinking fund	38,000 00	Fund for redemption of bonds	70,735 00
		Profit and loss	1,140,445 70
Total	$3,642,196 34	Total	$3,642,196 34

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $600.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	2	2
Number iron	29	29
Number wooden	64	64
Trestles:		
Number	20	20
Aggregate length (feet)	3,646	3,646
Telegraph:		
Miles of line owned by this company	66.6	66.6
Miles of wire owned by this company	169.5	169.5
Miles of line operated by Pennsylvania Railroad Company, lessee	66.6	66.6
Miles of wire operated by Pennsylvania Railroad Company, lessee	169.5	169.5

Gauge of track, 4 ft. 9 in.

STATE LINE RAILROAD COMPANY.

Date of organization: April 11, 1884.

By what authority incorporated: State of Pennsylvania, acts April 4, 1868, June 8, 1874.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. B. Washington	Pittsburg,	Second Monday in April, 1893.	
Johns McCleave	Pittsburg,	do.	do.
E. D. Smith	Pittsburg,	do.	do.
Alexander Bradley	Pittsburg,	do.	do.
William Reed	Baltimore, Md.,	do.	do.
J. T. Odell	Baltimore, Md.,	do.	do.

Date of last meeting of stockholders for election of directors: April 11, 1892.

Postoffice address of general office: Pittsburg.

Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas M. King	Philadelphia.
Secretary	J. B. Washington	Pittsburg.
Treasurer	W. H. Ijams	Baltimore, Md.
Auditor	W. T. Thelin	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
State Line Railroad Company.	Uniontown, Pa..	Redstone, Junc..Pa.	Baltimore and Ohio Railroad Company.	3.22	3.22
Redstone branch,	Redstone, Junc., Pa.,	Redstone, Pa.	Baltimore and Ohio Railroad Company.	1	1
Total mileage,				4.22	4.22

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock, from April 11, 1884.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$232,395 05	Capital stock,	$260,000 00
Cash and current assets,	43,632 25	Profit and loss,	16,027 30
Total.	$276,027 30	Total,	$276,027 30

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Enginemen,	4	$3 50
Firemen,	4	1 75
Section foremen,	1	1 41
Other trackmen,	3	1 19
Total,	12	
Distribution of above:		
Maintenance of way and structures,	4	
Conducting transportation,	8	
Total,	12	
Employes in Pennsylvania:		
Total number of employes in Pennsylvania,	12	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	6	6
Trestles:		
Number,	6	6
Aggregate length (feet),	2,604	2,604

Gauge of track, 4 ft. $8\frac{3}{4}$ in.

STATE LINE AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 2, 1874.

By what authority incorporated: Pennsylvania, act concerning railroads, approved April 8, 1861, also February 19, 1867 (Sullivan and Erie Coal and Railroad Company).

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
William S. Grant,	1536 Spruce st., Phila.	Charles H. Banes,	2021 Spring Garden street, Philadelphia.
Henry C. Davis,	New York city.	Charles Y. Audenried,	1823 Walnut st., Phila.
N. N. Betts,	Towanda, Pa.	Herman Hoopes,	514 Minor st., Phila.

Date of last meeting of stockholders for election of directors: May 18, 1892.

Postoffice address of general office: 204 Walnut Place, Philadelphia.

Postoffice address of operating company: Lehigh Valley Railroad Company, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Raymond Claghorn,	Philadelphia.
Secretary,	O. A. Baldwin,	Philadelphia.
Treasurer,	O. A. Baldwin,	Towanda, Pa.
General Manager,	I. O. Blight,	Towanda, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line and Sullivan Railroad Company.	Bernice,	Monroeton, Pa.,	Lehigh Valley Railroad Company.	25	25

The railroad is operated by the Lehigh Valley Railroad Company (Pennsylvania and New York Canal and Railroad Company division) under lease dated April, 1884, for fifty years from May 1, 1884.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$625,000 00	Capital stock,	$983,550 00
Cost of equipment,	38,500 00	Funded debt,	300,000 00
Other permanent investments,	82,851 48	Current liabilities,	23,041 11
Lands owned,	500,000 00	Profit and loss,	23,200 00
Cash and current assets,	95,595 08		
Total,	$1,341,946 56	Total,	$1,327,791 11

EMPLOYES AND SALARIES.

General officers, 4; yearly compensation,	$9,300 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Trestles:		
Number,	1	1
Aggregate length (feet),	175	175
Telegraph:		
Miles of line owned by this company,	25	25
Miles of wire owned by this company,	58	58
Miles of line operated by this company (leased, Lehigh Valley Railroad Company),	29	29
Miles of wire operated by this company.	29	29

Gauge of track, ... 4 ft. 8½ in.

STEWART RAILROAD COMPANY.

Date of organization: September 9, 1887.

By what authority incorporated: Act approved April 4, 1868, and the acts supplementary thereto.

Operated by the Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Dan. P. Eells,	Cleveland, Ohio,	When their successors are elected
Jas. N. McClure,	Sharon, Pa.,	
Samuel McClure,	Sharon, Pa.,	

Date of last meeting of stockholders for election of directors: January 12, 1891.

Postoffice address of operating company: Lake Shore and Michigan Southern Railway Company, Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Dan. P. Eells,	Cleveland, Ohio.
Secretary,	Cyrus P. Leland,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Stewart Railroad Company.	Stewart Iron Works, Sharon, Pa.,	Ohio State Line.	Lake Shore and Michigan Southern railway.	.32	.32

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Stewart Railroad Company were purchased by the Mahoning Coal railroad and a contract entered into giving the said Mahoning Coal railroad full possession of all the property of said Stewart Railroad Company, and the right to collect and receive and obtain all income and revenue to be derived from operating said road in perpetuity. The Mahoning Coal Railroad Company to pay all taxes and assessments and cost of maintaining the property in good condition and repair.

Under same date the said Stewart railroad was leased in perpetuity by the Mahoning Coal railroad to the Lake Shore and Michigan Southern Railway Company at an annual rental of 40 per cent. of the gross earnings and the payment of all taxes and the maineinance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$7,114 20	Capital stock,	$7,700 00
Profit and loss,	585 80		
Total.	$7,700 00	Total.	$7,700 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September 22, 1884.

By what authority incorporated: Under general laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Fulton,	Stewartstown, Pa.,	January 13, 1893.
Thos. B. Fulton,	Stewartstown, Pa.,	do.
Andrew Leib,	Stewartstown, Pa.,	do.
John S. Leib,	Baltimore, Md.,	do.
Jos. W. Anderson,	Stewartstown, Pa.,	do.
J. C. Jordan,	Stewartstown, Pa.,	do.
William Hammell,	Stewartstown, Pa.,	do.
A. G. Bowman,	Stewartstown, Pa.,	do.
M. W. Balm,	New Freedom, Pa.,	do.
John Y. Keeney,	Shrewsbury, Pa.,	do.
J. Schall Wilhelm,	York, Pa.,	do.

Date of last meeting of stockholders for election of directors: Second Monday in January.

Postoffice address of general office: Stewartstown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Fulton,	Stewartstown, Pa.
Vice President,	M. W. Balm,	New Freedom, Pa.
Secretary,	John B. Gemill,	Stewartstown, Pa.
Treasurer,	Jos. W. Anderson,	Stewartstown, Pa.
Auditor,	C. W. Shaw,	Stewartstown, Pa.
General Manager,	James Fulton,	Stewartstown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total of mileage road.	Total mileage of road in Pennsylvania.
	From—	To—		
Stewartstown railroad,	Stewartstown,	New Freedom,	7.2	7.2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$68,899 17	Capital stock,	$70,000 00
Cost of equipment,	8,148 48	By cost of car No. 16 included in equipment but charged to operating expenses,	980 00
Cash and current assets,	5,493 34	Profit and loss,	11,560 99
Total,	$82,540 99	Total,	$82,540 99

CONTRACTS, AGREEMENTS, ETC.

Express Company—Adams Express Company pays us ten per cent. of gross earnings and ten cents per one hundred pounds for transportation of goods over our road.

Mail—Receive from government $327.00 per year for carrying mail over the road and delivering same to offices at terminals of road.

Have joint rates with the Northern Central Railway Company in which freight charges are based on a constructive distance of twenty miles for points on our road, the Northern Central Railway Company allowing us arbitrary rates for our proportion of the earnings.

To encourage the building of the road the Northern Central contracted with us under date of December 26, 1884, to pay our road fifteen per cent. on gross earnings accruing on or consigned to points on our road, and destined to or coming from Baltimore or Harrisburg or intermediate points on the Northern Central Railway, for a period of five years from October 1, 1885, and by resolution of the board of directors of the Northern Central Railway Company, this contract was extended for an additional term of five years.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	.....	.....
General office clerks,	2	$150 00	$0 48
Station agents,	4	840 00	2 68
Enginemen,	1	600 00	1 90
Firemen,	1	360 00	1 15
Conductors,	1	480 00	1 53
Other trainmen,	1	313 00	1 01
Section foremen,	1	520 00	1 67
Other trackmen,	4	1,155 64	3 69
Total,	19	$4,418 64	.....
Distribution of above:			
General administration,	6	.....	.....
Maintenance way and structures,	5	.....	.....
Maintenance of equipment,	8	.....	.....
Total,	19	.....	.....

Employes in Pennsylvania: All in Pennsylvania.

CHARACTERISTICS OF ROAD

Bridges:	
Wooden,	1
Trestles:	
Number,	5
Aggregate length, (feet)	2,000
Gauge of track,	4 ft. 8½ in.

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

By what authority incorporated: Under the laws of the State of Pennsylvania, act of April 14, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Slingluff,	Norristown, Pa.,	Third Monday in January, 1893.
F. D. Sower,	Norristown, Pa.,	do.
Daniel C. Getty,	Norristown, Pa.,	do.
John Oberholtzer,	Norristown, Pa.,	do.
J. P. Hall Jenkins,	Norristown, Pa.,	do.
W. H. Slingluff,	Norristown, Pa.,	do.
William Stahler,	Norristown, Pa.,	do.
John Jamison,	Norristown, Pa.,	do.
John S. Heebner,	Lansdale, Pa.,	do.
David S. Heebner,	Lansdale, Pa.,	do.
Samuel Dresher,	Norritonville, Pa.,	do.
Oliver G. Morris,	Line Lexington, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 18, 1892.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary, Treasurer,	Howard Boyd,	do.
Engineer,	George B. Boggs,	do.
General Solicitor, Attorney or Counsel,	James Boyd,	do.
Auditor,	F. C. Boggs,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From—	To—		
ony Creek,	Norristown, Pa.,	Lansdale, Pa.,	10.30	10.30
Total mileage operated,			10.30	10.30

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Agricultural Improvement Company of Norristown, Pa.,	$300 00	6 per ct.,	$18 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$548,922 54	Capital stock,	$175,100 00
Cost of equipment,	397 34	Funded debt,	350,000 00
Bonds of other companies owned,	300 00	Current liabilities,	575,821 08
Cash and current assets,	34,791 20	Accrued interest on funded debt not yet payable,	6,125 00
Profit and loss,	529,135 00	Mortgages and ground rents,	5,500 00
Total,	$1,113,546 08	Total,	$1,113,546 08

CONTRACTS, AGREEMENTS, ETC.

No contracts nor agreements with other railroad companies. In the regular intercourse of business transactions there is a mutual arrangement in the proration of passenger and freight traffics, generally upon a mileage basis.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company for the use of their line at a certain annual rental.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$2,040 00	. . . . .
General office clerks,	2	630 00	$1 01
Station agents,	4	1,488 00	1 02
Other station men,	3	936 00	86
Enginemen,	2	1,227 64	1 79
Firemen,	2	792 23	1 15
Conductors,	2	1,048 85	1 53
Other trainmen,	5	1,756 85	1 05
Carpenters,	1	688 60	2 20
Section foremen,	1	720 00	2 20
Other trackmen,	7	3,072 00	1 40
Switchmen, flagmen and watchmen,	3	1,096 00	1 00
Telegraph operators and dispatchers,	2	820 00	1 12
All other employes and laborers,	4	1,522 75	1 22
Total,	41	$17,838 92	$1 28
Distribution of above:			
General administration,	5	$2,670 00	$1 55
Maintenance of way and structures,	9	4,480 60	1 58
Conducting transportation,	27	10,688 32	1 14
Total,	41	$17,838 92	$1 28
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	41	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	9	9
Trestles:		
Number,	1	1
Aggregate length (feet),	50	50
Telegraph:*		
Miles of line,	10.3	10.3
Miles of wire,	10.3	10.3
Gauge of track,		4 ft. 8½ in

*Telegraph line owned by the Philadelphia, Reading and Pottsville Telegraph Company, and leased by this company for the transaction of its railroad business.

SUGAR RUN RAILROAD COMPANY.

Date of organization: November 10, 1891.

By what authority incorporated: 1868, general railroad law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. Healy,	New York city,	January, 1893,
George E. Brown,	Wellsville, N. Y.,	do.
L. E. Larrabee,	Coudersport, Pa.,	do.
John F. Stone.	Coudersport, Pa.,	do.
W. H. Ronnseville,	Coudersdort, Pa.,	do.
M. L. Gridley,	Coudersport, Pa.,	do.
D. H. Jack.	Bradford, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1892.

Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. I. Lewis,	Coudersport, Pa.
Vice President,	A. A. Healy,	90 Gold street, New York city.
Secretary,	L. E. Larrabee,	Coudersport, Pa.
Treasurer,	Frank Healy,	90 Gold street, New York city.
Chief Engineer,	F. E. Dalrymple,	Bradford, Pa.
General Solicitor, Attorney or Counsel,	W. I. Lewis,	Coudersport, Pa.
General Superintendent,	C. V. Merrick,	Bradford, Pa.

We have no completed road; we are building.

SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization: May 1, 1878.

By what authority incorporated: General law of April 8, 1861.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt,	Philadelphia,	May 16, 1893.
W. H. Barnes,	do.	do.
John P. Green.	do.	do.
H. H. Houston,	do.	do.
G. B. Roberts,	do.	do.
Henry D. Welsh.	do.	do.

Date of last meeting of stockholders for election of directors: May 17, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

30-11-92.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury, Hazleton and Wilkes-Barre railway.	Sunbury,	Tomhicken,	Pennsylvania Railroad Company.	43.44	43.44

Leased to Pennsylvania Railroad Company for fifty years from May 1, 1878. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,535,123 71	Capital stock,	$1,000,000 00
Cash and current assets,	273,972 66	Funded debt,	2,535,000 00
Other assets:		Current liabilities,	3,364 30
Sinking fund, series A,	70,000 00	Profit and loss,	347,477 07
Sundries, series B,	6,745 00		
Total,	$3,885,841 37	Total,	$3,885,841 37

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	5
Number iron,	7	7
Number wooden,	5	5
Trestles.		
Number,	8	8
Aggregate length (feet),	804	804
Telegraph:		
Miles of line owned by this company,	43.37	43.37
Miles of wire owned by this company,	255.61	255.61
Miles of line operated by Pennsylvania Railroad Company, lessee,	43.37	43.37
Miles of wire operated by Pennsylvania Railroad Company, lessee,	255.61	255.61

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First mortgage bonds, series A and B, sinking fund one-half of one per cent. of amount of bonds issued is appropriated annually together with the interest on bonds already purchased.

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization: Reorganized January 6, 1876.

By what authority incorporated: Under laws of State of Pennsylvania. Middle Creek Railroad Company, act of March 23, 1865 (P. L. 641). Name changed to Sunbury and Lewistown Railroad Company, supplement February 17, 1870 (P. L. 154) and reorganized under act of April 8, 1861, on January 6, 1876, as Sunbury and Lewistown Railway Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Aaron Fries,	Bullitt Building, Philadelphia, Pa.,	May 7, 1893.
Edward J. Berwind,	Bullitt Building, Philadelphia, Pa.,	do.
Stephen Greene,	27 South Fifth street, Philadelphia, Pa.,	do.
John Hart,	Doylestown, Pa.,	do.
Samuel G. Lewis,	27 South Fifth street, Philadelphia, Pa.,	do.
John W. Maffly,	27 North Third street, Philadelphia, Pa.,	do.
George Shannon,	Norristown, Pa.,	do.

Act provides for the election of a president and six directors by stockholders.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: Room 257 Bullitt Building, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

Operated by the Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Aaron Fries,	257 Bullitt Building, Philadelphia.
Vice President,	Samuel G. Lewis,	27 South Fifth street, Philadelphia.
Secretary, Treasurer,	Frank S. Lewis,	257 Bullitt Building, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury and Lewistown Railway Co.,	Lewistown,	Selinsgrove Junction.	Pennsylvania Railroad Company.	43.45	43.45

Sunbury and Lewistown railway operated by Pennsylvania Railroad Company for cost and one-half of net earnings after payment of interest on bonds outstanding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,100,000 00	Capital stock,	$600,000 00
Cash and current assets,	62,844 83	Funded debt,	500,000 00
		Profit and loss,	62,844 83
Total,	$1,162,844 83	Total,	$1,162,844 83

EMPLOYES AND SALARIES.

General officers, 2; yearly compensation, $2,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges;		
Number iron,	12	12
Number wooden,	8	8
Trestles:		
Number,	5	5
Aggregate length (feet),	1,269	1,269
Telegraph:		
Miles of line owned by this company,	43.45	43.45
Miles of wire owned by this company,	48.45	48.45
Miles of line operated by Pennsylvania Railroad Company, lessee,	44.85	44.85
Miles of wire operated by Pennsylvania Railroad Company, lessee,	51.25	51.25

Gauge of track, ... 4 ft. 9 in.

SUSQUEHANNA RAILROAD COMPANY.

Date of organization: August 31, 1891.

By what authority incorporated: Pennsylvania General Law, approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. H. Goodyear,	Austin, Pa.,	January 11, 1893.
C. W. Goodyear,	Austin, Pa.,	do.
N. N. Metcalf,	Austin, Pa.,	do.
W. J. Lewis,	Coudersport, Pa.,	do.
H. A. Avery,	Forest House, Pa.,	do.
W. H. Sullivan,	Austin, Pa.,	do.
L. I. Johnson,	Austin, Pa.,	do.
F. L. Blaisdell,	Austin, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Austin, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. H. Goodyear,	Austin, Pa.
Vice President,	C. W. Goodyear,	Austin, Pa.
Secretary,	N. N. Metcalf,	Austin, Pa.
Treasurer,	E. O. Cheney,	Austin, Pa.
Chief Engineer,	C. E. Botsford,	Springville, N. Y.
General Solicitor, Attorney or Counsel,	W. J. Lewis,	Coudersport, Pa.
Auditor,	E. O. Cheney,	Austin, Pa.
Geueral Manager,	C. W. Goodyear,	Austin, Pa.

PROPERTY OPERATED.

Susquehanna Railroad Company, from Costello, Pa., to Hulls, Pa. Road not yet completed.

SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization: September 22, 1891.

By what authority incorporated: Charter from the Commonwealth of Pennsylvania. Under the act 4th April, 1868, and 8th June, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John R. T. Ryan,	Williamsport, Pa.,	January 29, 1893.
Joseph C. Russell,	Williamsport, Pa.,	do.
Garret D. Linsman,	Williamsport, Pa.,	do.
H. A. Merriman,	Williamsport, Pa.,	do.
A. D. Hermance,	Williamsport, Pa.,	do.
Geo. L. Miller,	Bitumen, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 29, 1892.

Postoffice address of general office: Williamsport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John R. T. Ryan,	Williamsport, Pa.
Secretary,	Joseph C. Russell,	Williamsport, Pa.
Treasurer,	John S. Brown,	Williamsport, Pa.
Chief Engineer,	George L. Miller,	Bitumen, Pa.
General Solicitor, Attorney or Counsel,	Candor & Munson,	Williamsport, Pa.
General Manager,	George L. Miller,	Bitumen, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Susquehanna and Buffalo railroad.	Cook's Run Pa.	Foot of plane,	1.5	1.5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment, ...	$19,911 64	Current liabilities, ...	$19,911 64

EMPLOYES AND SALARIES.

General officers: President, Secretary, Treasurer and General Manager, 4; no compensation.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes, ...	Philadelphia, ...	February 7, 1893.
John P. Green, ...	Philadelphia, ...	do.
G. B. Roberts, ...	Philadelphia, ...	do.
Henry D. Welsh, ...	Philadelphia, ...	do.
George Wood, ...	Philadelphia, ...	do.
N. P. Shortridge, ...	Wynnewood, Pa., ...	do.

Date of last meeting of stockholders for election of directors: February 2, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	J. N. DuBarry, ...	Philadelphia.
Secretary, ...	Albert Hewson, ...	do.
Treasurer, ...	Taber Ashton, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Susquehanna and Clearfield railroad.	Keating, ...	Karthaus, ...	Pennsylvania Railroad Company.	22.78	22.78
Branch, ...	. . . . .	. . . . .	. . . . .	2.11	2.11
Total mileage . .	. . . . .	. . . . .	. . . . .	24.89	24.89

Operated by Pennsylvania Railroad Company under resolution of board of directors adopted July 23, 1884. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$570,912 55	Capital stock	$286,000 00
Profit and loss	80,013 44	Funded debt	285,000 00
		Current liabilities	79,925 99
Total	$650,925 99	Total	$650,925 99

EMPLOYES AND SALARIES.

General officers, 3; compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	11	11
Telegraph:		
Miles of line owned by this company	22.50	22.50
Miles of wire owned by this company	22.50	22.50
Miles of line operated by Pennsylvania Railroad Company	22.50	22.50
Miles of wire operated by Pennsylvania Railroad Company	22.50	22.50

Gauge of track . . . . . 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained for par or less, shall be annually appropriated therefor, provided the net earnings are sufficient.

TAMAQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 18, 1891.
By what authority incorporated: Act of April 4, 1868.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. H. O'Brien	Philadelphia	First Monday in May, 1893.	
Jas. M. Landis	do.	do.	do.
D. Jones	do.	do.	do.
W. B. Scott	do.	do.	do.
W. R. Taylor	do.	do.	do.
C. H. Quarles	do.	do.	do.
R. Weston	do.	do.	do.
C. C. Midwood	do.	do.	do.

Date of last meeting of stockholders for election of directors: May 2, 1892.
Postoffice address of operating company: 227 South Fourth street.
Postoffice address of general office: 227 South Fourth street.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tamaqua, Hazleton and Northern Railroad Company.	Lofty, Pa.,	Roan, Pa.,	9.90	9.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332,869 84	Capital stock,	$300,000 00
Cash and current assets,	915 78	Current liabilities,	33,000 00
		Profit and loss,	785 62
Total,	$333,785 62	Total,	$333,785 62

IMPORTANT CHANGES DURING THE YEAR.

Road opened for business in January, 1892.

TIADAGHTON AND FAHNASTALK RAILWAY COMPANY.

Date of organization: March 11, 1892.

By what authority incorporated: Under the general railway laws of Pennsylvania, act of 4th April, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. G. Schieffelin,	Willsboro, Pa.,	First Monday of January, 1893.
D. M. Lounsbury,	Stokesdale, Pa.,	do. do.
Abram Farr,	Niles Valley, Pa.,	do do.
George A. Vail,	Orange, N. J.,	do. do.
George D. Aiken,	Tioga, Pa.,	do. do.
Frank Hammond,	Hammond, Pa.,	do. do.

Postoffice address of general office: Wellsboro, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Jacob Schieffelin,	Tioga, Pa.
Secretary.	J. Harrison,	Wellsboro, Pa.
Treasurer,	C. B. Farr,	Tioga, Pa.
General Solicitor, Attorney or Counsel,	J. Harrison.	Wellsboro, Pa.
General Manager.	C. B. Farr,	Tioga, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tiadaghton and Fahnastalk Railway Company.	Tiadaghton,	Fahnastalk Creek,	5	5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$49,908 53	Capital stock,	$30,000 00
Cash and current assets,	347 62	Current liabilities,	21,156 98
Profit and loss,	900 83		
Total,	$51,156 98	Total,	$51,156 98

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, no salaries.			
General office clerks, no salaries.			
Enginemen,	1		$3 50
Firemen,	1		2 00
Other trainmen,	3		1 75
Section foremen,	1		1 75
Other trackmen.	10		1 25
All other employes and laborers,	40		1 25
Total,	56	$5,148 20	
Distribution of above:			
Grading extension,		$2,082 74	
Maintenance of way and structures,		2,300 62	
Maintenance of equipment,		135 23	
Conducting transportation,		629 61	
Total,		$5,148 20	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	1	1
Gauge of track,	4 ft. 8½ in.	

TIOGA RAILROAD COMPANY FOR ITSELF AND AS LESSEES OF THE ELMIRA STATE LINE RAILROAD.

Date of organization: 1851.

By what authority incorporated: Originally organized as the Tioga Navigation Company April 12, 1828, by special charter from Pennsylvania of February 28, 1826. Reorganized in 1851, under special act of 1850, giving power to create new stock, rebuild its line and alter the name to the Tioga Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John King,	21 Cortlandt street, New York city,	First Monday in November, 1892.
J. G. McCullough,	21 Cortlandt street, New York city,	do. do.
William Wheelock,	320 Broadway, New York city,	do. do.
Ogden Mills,	15 Broad street, New York city,	do. do.
H. H. Cook,	115 Broadway, New York city,	do. do.
William Libbey,	31 Nausau street, New York city,	do. do.
Andrew Donaldson,	21 Cortlandt street, New York city,	do. do.
G. W. Quintard,	80 Broadway, New York city,	do. do.
H. W. Rathbone,	Elmira, New York,	do. do.
F. N. Drake,	Corning, New York,	do. do.

Date of last meeting of stockholders for election of directors: First Monday in November, 1891.

Postoffice address of general office: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John King,	P. O. Box 839, New York city
Vice President,	E. B. Thomas,	P. O. Box 839, New York city
Secretary,	A. R. Macdonough,	P. O. Box 839, New York city.
Treasurer,	Edward White,	P. O. Box 839, New York city.
General Superintendent,	H. E. Gilpin,	Elmira, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tioga railroad,	State Line and Lawrenceville,	Arnot Junction,	42.83	42.83
Morris Run branch,	Blossburg,	Morris Run,	3.56	3.56
Elmira State Line railroad,	State Line Junction,	State Line,	6.50	
Arnot and Pine Creek railroad,	Arnot Junction,	Hoytville,	11.83	11.83
Total mileage operated,			64.72	58.22

STOCKS OWNED.

Tioga hotel stock (total par value),	$1,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,474,521 93	Capital stock,	$580,900 00
Cost of equipment,		Funded debt,	789,500 00
Stocks of other companies owned,	1,000 00	Current liabilities,	342 00
Other permanent investments:		Accrued interest on funded debt not yet payable,	10,891 66
Real estate and buildings, $39,391 90		Accrued rentals of leased lines not yet payable,	3,698 50
Arnot and Pine Creek Railroad additions, 3,350 74		Elmira State Line Railroad stock,	29,200 00
	42,742 64	Profit and loss,	2,414,384 26
Cash and current assets,	2,310,651 85		
Total,	$3,828,916 42	Total,	$3,828,916 42

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the New York, Lake Erie and Western Railroad Company.

Contract of February 1, 1883, with the Fall Brook Coal Company, the Corning, Cowanesque and Antrim Railroad Company, the Morris Run Coal Mining Company, term twenty years, agreement for interchange of trackage facilities at a fixed rate, one-half of one per cent. per ton per mile, or one dollar per car.

Contract October 2, 1875, with Northern Central Railroad Company, term 99 years. Tioga connection between Lawrenceville and Elmira to be built, give Tioga company trackage rights from this connection over roads controlled by the Northern Central Railroad Company, at one cent per mile per passenger and three-quarters of one cent per ton per mile for coal and lumber.

Contract July 1, 1879, with New York, Lake Erie and Western Railroad Company, term five years, gives trackage rights over the Erie from Southport Junction to Chemung railroad at one cent per mile per passenger, one cent per ton per mile for all freight, $150.00 per month for rent of sidings and use of depots, and three-quarters of one cent per per ton per mile on coal for delivery to Northern Central Railroad Company.

EMPLOYES AND SALARIES.

Incorporated in the report of the New York, Lake Erie and Western railroad.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	8	8
Number wooden,	28	17
Trestles:		
Number,	25	13
Aggregate length (feet),	3,662	2,592
Telegraph:		
Miles of line owned by this company,	54	44
Miles of wire owned by this company,	54	44

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Track switches, passenger and freight stations at Elmira and Southport. Pay to the New York, Lake Erie and Western Railroad Company.

TIONESTA VALLEY RAILROAD COMPANY.

Date of organization: September 9, A. D. 1879.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Jerry Crary,	Sheffield, Pa.	C. W. R. Radeker,	Sheffield, Pa.
Jno. McNair,	do.	J. H. Horton,	Sheffield, Pa.
Geo. Horton,	do.	J. F. Schoellkopf,	Buffalo, N. Y.
Isaac Horton,	do.	Webb Horton,	Middletown, N. Y.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Webb Horton,	Middletown, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Chas. Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	Isaac Horton,	Sheffield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Tionesta Valley railroad	Sheffield,	Sheffield Junc., Pa.,	13
James branch,	Brookston,	Murphy,	5
Coon Run branch,	Point,	Coon Run,	2.5
Cherry Grove railroad,	Sheffield,	Garfield,	11
Sheffield and Spring Creek railroad,	Sheffield Junction,	Parrish,	9.5
Howland branch,	Parrish,	Howland,	1.5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$167,216 97	Capital stock,	$100,000 00
Cost of equipment,	76,577 90	Current liabilities,	40,182 14
Cash and current assets,	3,126 33	Profit and loss,	106,739 06
Total,	$246,921 20	Total,	$246,921 20

IMPORTANT CHANGES DURING THE YEAR.

From Parrish to Howland, one and a half miles.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—Fifteen cents per hundred on packages over twenty pounds; five cents per hundred on packages under twenty pounds.

Mails—Forty-one dollars and eighty-six cents per mile for thirteen miles.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$7,200 00	
Station agents,	2	1,179 00	$1 88
Other station men,	1	469 50	1 50
Enginemen,	2	1,440 75	2 12½
Firemen,	2	1,095 50	1 75
Conductors,	2	1,226 96	1 96
Other trainmen,	3	1,408 50	1 50
Carpenters,	2	939 00	1 50
Section foremen,	3	1,799 75	1 91⅞
Other trackmen,	30	11,737 50	1 25
Total,	53	$28,496 46	
Distribution of above:			
General administration,	6	$7,200 00	$3 83
Maintenance of way and structures,	33	13,537 25	1 31
Maintenance of equipment,	2	939 00	1 50
Conducting transportation,	12	6,820 21	1 79
Total,	53	$28,496 46	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	53	$28,496 46	

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	43	43
Aggregate length (feet)	3,431	3,431
Telephone:		
Miles of line owned by this company	18	
Miles of wire owned by this company	18	

Gauge of track, 3 feet.

TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	May 9, 1893.
N. P. Shortridge	Wynnewood, Montgomery county, Pa.	do.
Henry D. Welsh	Philadelphia	do.
G. B. Roberts	Philadelphia	do.
Wm. L. Elkins	Philadelphia	do.
Amos R. Little	Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry	Philadelphia.
Secretary, Treasurer	James R. McClure	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tipton Railroad	Tipton	Coal mines	Pennsylvania Railroad Co.	4.44	4.44

Agreement dated May 1, 1886.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty day's notice given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$43,250 00	Capital stock,	$43,250 00
Cash and current assets,	21,286 14	Profit and loss,	21,286 14
Total,	$64,536 14	Total,	$64 536 14

CHARACTERISTICS OF ROAD.

Bridges: number wooden,	7
Gauge of track,	4ft. 9 in.

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization: Articles of association filed December 3, 1889.
By what authority incorporated: General law of April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	January 9, 1893.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Trenton Cut-off railroad,	Morrisville,	Bucks county line.	Pennsylvania Railroad Company.	15.70	15.70

Leased to the Pennsylvania Railroad Company, dated January 1, 1892, for one year. Rental, one dollar. Leased to be continued from year to year until terminated by either party on six month's notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,301,158 03	Capital stock,	$100,000 00
Profit and loss,	127 25	Funded debt,	1,200 000 00
		Current liabilities,	1,285 28
Total,	$1,301,285 28	Total,	$1,301,285 28

IMPORTANT CHANGES DURING THE YEAR.

Road put in operation. Balance received on subscription to capital stock December 31, 1891, $90,000.00. Debenture certificates for $1,200,000.00 issued January 1, 1892.

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	32	32
Number iron,	31	31
Telegraph:		
Miles of line owned by this company,	46	46
Miles of wire owned by this company,	94	94
Miles of line operated by Pennsylvania Railroad Company,	46	46
Miles of wire operated by Pennsylvania Railroad Company,	94	94
Gauge of track,		4 ft. 9 in

TRESCKOW RAILROAD COMPANY.

Date of organization: May 26, 1870.
By what authority incorporated: Under act of April 4, 1868.
Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark,	Philadelphia,	Second Monday in January, 1893.
Edward Lewis,	do.	do. do.
E. Hill,	do.	do. do.
C. F. Howell,	do.	do. do.
Thos. McKean,	do.	do. do.
F. R. Cope,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary, Treasurer,	S. Shepherd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tresckow railroad,	Silver Brook,	Audenried,	Central Railroad Company, of N.J.	7.56	7.56

The Tresckow railroad was leased to the Central Railroad Company of New Jersey, March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna Railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$271,570 87	Capital stock,	$130,000 00
		Current liabilities,	141,570 87
Total,	$271,570 87	Total,	$271,570 87

EMPLOYES AND SALARIES.

General officers: President, Secretary and Treasurer; total yearly compensation, nothing.

31-11-92.

TROUT RUN RAILROAD COMPANY.

Date of organization: December 26, 1889.

By what authority incorporated: Entitled a supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, A. D. 1874.

Operated by the Trout Run Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Leisenring,	Hazleton, Pa.,	January 1, 1893.
J. Frank Torbert,	Jersey Shore, Pa.,	do.
John A. Titman,	Shenandoah, Pa.,	do.
O. A. Keim,	Shenandoah, Pa.,	do.
John F. Finney,	Shenandoah, Pa.,	do.
Charles E. Titman,	Shenandoah, Pa.,	do.

Date of last meeting of stockholders for election of directors: December 25, 1891.

Postoffice address of general office: Shenandoah, Schuylkill county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Daniel Shepp,	Tamaqua, Pa.
Vice President,	C. E. Titman,	Shenandoah, Pa.
Secretary,	John F. Finney,	Shenandoah, Pa.
Treasurer,	T. M. Titman,	Shenandoah, Pa.
General Manager,	C. E. Titman,	Shenandoah, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Trout Run railroad,	Cammal,	Pump station,	16	16

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$38,016 43	Capital stock,	$25,000 00
Cost of equipment,	1,915 00	Profit and loss,	14,931 43
Total,	$39,931 43	Total,	$39,931 43

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (no compensation),	5	.....	.....
Enginemen,	2		
Firemen,	2	$500 00	$2 50
Other trainmen,	6	1,080 00	1 50
Section foremen,	1	.....	1 25
Other trackmen,	4	.....	1 00
Total,	20	$1,580 00	.....
Distribution of above:			
General administration,	5	.....	.....
Maintenance of way and structures,	5	.....	.....
Conducting transportation,	10	.....	.....
Total,	20	.....	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	20	.....	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	2	2
Aggregate length (feet),	402	402

Gauge of track, ... 3 ft. 6 in.

TURTLE CREEK VALLEY RAILROAD COMPANY.

Date of organization: May 7, 1886.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Pitcairn,	Pittsburg,	May 9, 1893.
Henry D. Welsh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
William A. Patton,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry	Philadelphia.
Secretary	James R. McClure	do.
Treasurer		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Turtle Creek Valley railroad	Pennsylvania Railroad Company	6.37	6.37

Agreement dated September 28, 1891.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:—

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$279,006 67	Capital stock	$250,000 00
Profit and loss	8,628 39	Current liabilities	37,635 06
Total	$287,635 06	Total	$287,635 06

IMPORTANT CHANGES DURING THE YEAR.

Operating agreement with Pennsylvania Railroad Company, dated September 28, 1891.

Subscription to $250,000 capital stock paid in full and certificates issued therefor.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	4	4
Trestles:		
Number	2	2
Aggregate length (feet)	24	24
Telegraph:		
Miles of line owned by this company	6.37	6.37
Miles of wire owned by this company	6.37	6.37
Miles of line operated by Pennsylvania Railroad Company	6.37	6.37
Miles of wire operated by Pennsylvania Railroad Company	6.37	6.37

Gauge of track, 4 ft. 9 in.

TYRONE AND CLEARFIELD RAILWAY COMPANY.

Date of organization: April 1, 1867.

By what authority incorporated: Act of April 8, 1861, and February 19, 1867.

If a consolidated company, name the constituent companies: The Moshannon and Clearfield Railroad Company was consolidated with the Tyrone and Clearfield Railway Company May 23, 1884, under agreement dated April 14, 1884.

The Moshannon and Clearfield Railroad Company was organized June 8, 1880, under act of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia, Pa.,	May 16, 1893.
B. B. Comegys,	Philadelphia, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
G. B. Roberts,	Philadelphia, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 17, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tyrone and Clearfield railway,	Vail,	Grampian,	Pennsylvania Railroad Company,	49.63	49.63
Branches,				74.69	74.69
Total mileage,				124.32	124.32

Lease to the Pennsylvania Railroad Company for fifty years from January 1, 1882.

Rental amounts to five per cent. dividend on the capital stock, five per cent. interest on bonds, taxes on capital stock and loans and the amount necessary for the sinking fund. Also expenses of keeping up organization not exceeding $1,000 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,100,560 95	Capital stock,	$1,000,000 00
Cash and current assets,	61,762 43	Funded debt,	1,000,000 00
		Current liabilities,	59,065 04
		Sinking fund,	10,000 00
		Profit and loss,	93,258 34
Total,	$2,162,323 38	Total,	$2,162,323 38

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	15	15
Number wooden,	44	44
Trestles:		
Number,	7	7
Aggregate lengtn (feet),	759	759
Telegraph:		
Miles of line owned by this company,	61.34	61.34
Miles of wire owned by this company,	61.34	61.34
Miles of line operated by Pennsylvania Railroad Company, lessee,	61.34	61.34
Miles of wire operated by Pennsylvania Railroad Company, lessee,	61.34	61.34

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Appropriation to sinking fund, $10,000 per annum.

UNION RAILROAD COMPANY.

Date of organization: January 21, 1889.

By what authority incorporated: Incorporated under the general railroad act of April 4, 1868 (P. L. 62), and supplements thereto, particularly the supplements approved April 28, 1871 (P. L. 246).

Not yet operating; in process of construction.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. L. Griffin,	Pittsburg,	Until their successors shall have been elected.
Andrew Burgess,	do.	
A. M. Moreland,	do.	
R. L. Hurst,	do.	
A. H. Eames,	do.	

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 42-48 Fifth avenue, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. L. Griffin,	Pittsburg.
Secretary,	A. M. Moreland,	do.
Treasurer,		
Chief Engineer,	W. H. Smith,	do.
General Solicitor, Attorney or Counsel,	G. D. Packer,	do.
Auditor,	A. M. Moreland,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$18,998 98	Capital stock,	$25,000 00
Cost of equipment,		Current liabilities,	18,896 79
Cash and current assets, including advances on uncompleted contracts,	29,897 20	Due on work not yet accepted,	4,999 39
Total,	$48,896 18	Total,	$48,896 18

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.

By what authority incorporated: General law.

If a consolidated company, name the constituent companies: Ursina and North Fork Railroad Company, filed charter October 25, 1871; Ursina and North Fork railway purchased franchises of the Ursina and North Fork Railroad Company and organized February 1882, filing the charter March 18, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. M. Reid,	Connellsville, Pa.	Edward Scull,	Somerset, Pa.
B. F. Boyts,	Connellsville, Pa.	Jas. C. Lindsey,	Pittsburg.
Jos. Albree,	Allegheny City, Pa.	E. H. Reid,	Scottdale, Pa.

Date of last meeting of stockholders for election of directors: June 11, 1891.

Postoffice address of general office: Scottdale.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. M. Reid,	Connellsville, Pa.
Secretary,	Jos. Albree,	Allegheny City, Pa.
Treasurer,	E. H. Reid,	Scottdale, Pa.
General Solicitor, Attorney or Counsel,	Geo. W. Guthrie,	Pittsburg.
General Manager,	Geo. K. Scull,	Somerset, Pa.
	E. H. Reid,	Scottdale, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Ursina and North Fork Railway Company.	Ursina,	Edna mines,	4	4

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$27,000 00	Capital stock,	$20,000 00
Cost of equipment,	3,000 00	Additional cost of road paid by stockholders, not adjusted,	10,000 00
Total	$30,000 00	Total,	$30,000 00

EMPLOYES AND SALARIES.

ASS	Number.	Total yearly compensation.	Average daily compensation.
Enginemen,	1	$600 00	
Firemen,	1	195 00	
Conductors, part of the time,	2	20 00	
Carpenters,	1	454 12	$1 50
Section foremen,	2	582 00	1 00
Other trackmen,			
Total,	7	$1,851 12	
Distribution of above:			
Maintenance of way and structures,		$1,036 12	
Maintenance of equipment,		20 00	
Conducting transportation,		795 00	
Total,		$1,851 12	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	7		

CHARACTERISTICS OF ROAD.

Bridges on whole length of road (wooden),	5
Gauge of track,	5 ft. $6\frac{3}{4}$ in.

WARREN AND FARNSWORTH RAILROAD COMPANY.

Date of organization: Organized as Warren and Farnsworth Valley Railroad Company, April, 1882. Reorganized as Warren and Farnsworth Railroad Company May 15, 1885.

By what authority incorporated: Originally chartered under general law. Reorganized under an act, entitled "A supplement to an act, entitled an act concerning the sale of railroads, canals, turnpikes, bridges and plank-roads, etc.," approved May 25, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
L. H. Lapham,	Postoffice box 2,651, New York city,	First Monday of May, 1893.
John J. Lapham,	Postoffice box 2,651, New York city,	do. do.
Arnold Schlaet,	Postoffice box 2,651, New York city,	do. do.
F. H. Rockwell,	Clarendon, Warren county, Pa.,	do. do.
T. G. Rockwell,	Clarendon, Warren county, Pa.,	do. do.
B. McOwen,	Clarendon, Warren county, Pa.,	do. do.
W. E. Henderson,	Clarendon, Warren county, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: July 14, 1892.

Postoffice address of general office: Care of F. H. Rockwell, Warren, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	L. H. Lapham,	New York city, P. O. box 2,651.
Vice President,	F. H. Rockwell,	Clarendon, Warren county, Pa.
Secretary,	Arnold Schlaet,	Clarendon, Warren county, Pa.
Treasurer,	B. McOwen,	Clarendon, Warren county, Pa.
General Manager,	F. H. Rockwell,	Clarendon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
n e	Clarendon,	Vandergrift,	10.05	10.05
Garfield branch,	Junction,	Garfield,	1.12	1.12
Dunham's Mill branch,	Junction,	Dunham's Mill,	4.09	4.09
Total mileage operated,			15.26	15.26

CONTRACTS, AGREEMENTS, ETC.

Contract with Adams Express Company. Express company paying ten cents per hundred pounds on express goods carried.

Contract with Postoffice Department to carry mail for $447.60 per annum.

Mail service discontinued, past January, 1892.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers: General manager and treasurer.	1	$120 00	. . . . .
Station agents,	2	1,440 00	$2 40
Enginemen,	1	900 00	3 00
Firemen.	1	600 00	2 00
Other trainmen.	1	540 00	1 80
Section foremen,	1	540 00	1 80
Other trackmen,	2	640 00	1 30
Switchmen, flagmen and watchmen,	1	600 00	2 00
All other employes and laborers,	2	640 00	1 30
Total,	12	$6,020 00	. . . . .
Distribution of above:			
General administration.	1	$120 00	. . . . .
Maintenance of way and structures,	2	1,180 00	. . . . .
Conducting transportation.	9	4,720 00	. . . . .
Total,	12	$6,020 00	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania: All in Pennsylvania.			

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	4	4
Aggregate length (feet),	514	514
Gauge of track,		3 feet.

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.

By what authority incorporated: Pennsylvania; act of 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	February 7, 1893.
James McCrea,	Pittsburg,	do.
J. T. Brooks,	Pittsburg,	do.
Thomas D. Messler,	Pittsburg,	do.
John E. Davidson,	Pittsburg,	do.
William Mullins,	Pittsburg,	do.
J. J. Brooks,	Pittsburg,	do.
J. F. Temple,	Waynesburg, Pa.,	do.
Abner Thorp,	Waynesburg, Pa.,	do.
W. T. Lantz,	Waynesburg, Pa.,	do.
Jonathan Allison,	Washington, Pa.,	do.
Jacob Swart,	Hopkins Mills, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 2, 1892.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	George B. Roberts, ...	Philadelphia.
Vice President, ...	Thomas D. Messler, ...	Pittsburg.
Secretary, ...	S. B. Liggett.	Pittsburg.
Treasurer, ...	J. H. B. McKnight.	Pittsburg.
Auditor, ...	John W. Renner, ...	Pittsburg.
Superintendent, ...	C. E. Bower, ...	Waynesburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Waynesburg and Washington railroad,	Waynesburg, Pa., . .	Washington, Pa.. . .	28.15	28.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$201.722 59	Capital stock.	$101,854 97
Cost of equipment, ...	52,233 16	Funded debt.	98,900 00
Cash and current assets, ...	13.069 91	Current liabilities, ...	36,408 03
Sundries, ...	419 28	Profit and loss.	30,281 94
Total.	$267,444 94	Total.	$267,444 94

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company twenty-five cents per one hundred pounds for all express matter transported, except money carried for the government.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, decided by extent of service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$1,620 00	. . . . .
General office clerks,	1	720 00	$2 30
Station agents,	8	2,385 87	95
Other station men,	4	1,709 00	1 44
Enginemen,	2	2,133 24	3 06
Firemen,	2	872 40	1 25
Conductors,	2	1,483 95	2 29
Other trainmen,	6	2,338 88	1 34
Machinists,	1	790 60	2 58
Carpenters,	6	3,554 89	1 91
Other shopmen,	2	799 19	1 68
Section foremen,	6	2,314 00	1 25
Other trackmen,	21	6,733 43	1 15
Switchmen, flagmen and watchmen,	1	637 20	1 46
All other employes and laborers,	5	698 89	48
Total,	73	$28,791 54	$1 31
Distribution of above:			
General administration,	7	$2,340 00	$1 07
Maintenance of way and structures,	27	9,047 43	1 17
Maintenance of equipment,	9	5,144 68	1 94
Conducting transportation,	30	12,259 43	1 31
Total,	73	$28.791 54	$1 31
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	73	$28,791 54	$1 31

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	4	4
Trestles:		
Number,	31	31
Aggregate length (feet),	2,270	2,270

Gauge of track, ... 3 feet.

WEST CHESTER RAILROAD COMPANY.

Date of organization: Charter, February 18, 1831.

By what authority incorporated: Special act February 18, 1831, acts April 8, 1833, April 16, 1838, resolutions June 20, 1839, March 11, 1842, acts September 6, 1843, April 11, 1844, April 27, 1844, March 8, 1855, April 19, 1856, April 21, 1858, March 17, 1864.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	January 16, 1893.
J. N. DuBarry,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 18, 1892.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
West Chester railroad,	Zermatt,	West Chester,	Pennsylvania Railroad Company.	5	5

Leased to the Pennsylvania Railroad Company for 99 years, from August 6, 1879, for a rental equal to five per cent. dividend on capital stock, five per cent. interest on bonds per annum, and taxes.

GENERAL BALANCE SHEET.

DR.		DR.	
Cost of road,	$281,724 38	Capital stock,	$165,000 00
Cash and current assets,	14,354 45	Funded debt,	91,668 00
		Current liabilities,	12,318 13
		Pennsylvania Railroad Co., lessee,	6,412 50
		Profit and loss,	20,680 20
Total,	$296,078 83	Total,	$296,078 83

EMPLOYES AND SALARIES.

General officers, 3; compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Telegraph:		
Miles of line operated by Pennsylvania Railroad Company, lessee,	5	5
Miles of wire operated by Pennsylvania Railroad Company, lessee,	10	10
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum equal to one-half of one per cent. upon the amount of bonds issued shall be appropriated to the purchase of bonds semi-annually, February 1st and August 1st, when earnings are sufficient, and when the bonds can be obtained at par or less. A premium on the bonds renders this provision inoperative.

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Chartered as Baltimore, Carroll and Frederick railroad, May 27, 1852, and under existing name March 21, 1853.

By what authority incorporated: States of Maryland and Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Biggs	Baltimore, Md.	October, 1892.
John W. Cable	Smithsburg, Md.	do.
C. Devries	Baltimore, Md.	do.
C. W. Humrichouse	Williamsport, Md.	do.
E. G. Hipsley	Baltimore, Md.	do.
L. L. Jackson	Baltimore, Md.	do.
William Keyser	Baltimore, Md.	do.
John C. Legg	Baltimore, Md.	do.
J. M. Littig	Baltimore, Md.	do.
W. S. Rayner	Baltimore, Md.	do.
Samuel D. Schmucker	Baltimore, Md.	do
Edward Worthington	Glyndon, Md.	do.
Levi Weinberger	Baltimore, Md.	do.

Date of last meeting of stockholders for election of directors: October 21, 1891.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President and General Manager	I. M. Hood	Baltimore, Md.
Secretary	George H. Baer	do.
Treasurer		
Chief Engineer	I. M. Hood	do.
General Solicitor, Attorney or Counsel	Charles Marshall	do.
Auditor and General Ticket Agent	J. D. Whittington	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Western Maryland Railroad Company	Baltimore, Md.	Williamsport	90	.50
Baltimore and Cumberland Valley railway	Edgemont, Md.	Midvale, Pa.	3.03	
Baltimore and Cumberland Valley railroad	Midvale, Pa.	Waynesboro, Pa.	4.55	4.55
Baltimore and Cumberland Valley railroad extension	Waynesboro, Pa.	Shippensburg, Pa.	26.52	26.52
Total mileage operated			124.10	31.57

STOCKS OWNED.

Baltimore and Cumberland Valley Railway Company (total par value),	$42,500 00
Baltimore and Cumberland Valley Railroad Company (total par value),	76,700 00
Baltimore and Harrisburg Railway Company, Western extension (total par value),	240,000 00
Baltimore and Harrisburg Railway Company (total par value),	659,050 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$5,452,236 29	Capital stock,	$1,008,750 00
Cost of equipment,		Funded debt,	4,755,530 00
Stocks of other companies owned,	1,018,250 00	Current liabilities,	649,778 03
Other permanent investments,	611,184 86	Difference in five mortgages and amount authorized issue,	96,000 00
New track,	15,587 61	Baltimore and Cumberland Valley Railway Company,	42,500 00
Cash and current assets,	322,981 00	Baltimore and Cumberland Valley Railroad Company,	76,700 00
Funding certificate,	226,530 00	Baltimore and Harrisburg railway, western extension,	255,587 61
Other assets:		Baltimore and Harrisburg Railway Company,	659,050 00
Sinking fund,	100,000 00	Profit and loss,	585,352 54
Sundries,	58,478 42		
Preferred stock issued for accrued interest,	324,000 00		
Total,	$8,129,248 18	Total,	$8,129,248 18

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	12	$29,875 00	
General office clerks,	33	18,720 00	$1 58
Motive power,	2	1,080 00	1 50
Station agents,	53	15,409 14	81
Other station men,	23	9,780 00	1 18
Enginemen,	35	44,641 48	2 10 to 4 45
Firemen,	37		1 50 to 2 50
Conductors,	17	14,647 20	2 20 to 2 90
Other trainmen,	34	19,442 40	1 40 to 2 00
Machinists,	14	9,640 40	2 20
Carpenters,	7	4,639 20	2 12
Other shopmen,	67	31,012 32	1 45
Section foremen,	24	11,520 00	1 53
Other trackmen,	170	58,531 00	1 10
Switchmen, flagmen and watchmen,	17	5,586 00	91
Telegraph operators and dispatchers,	21	9,120 00	1 21
All other employes and laborers,	53	22,763 52	1 19
Total,	619	$306,407 66	
Distribution of above:			
General administration,	45	$48,595 00	
Maintenance of way and structures,	217	81,742 84	
Maintenance of equipment,	90	46,371 92	
Conducting transportation,	267	129,697 90	
Total,	619	$306,407 66	

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	35
Number wooden,	81
Trestles:	
Number,	18
Aggregate length (feet),	1,383
Gauge of track,	4 ft. 8½ in.

WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: November 28, 1887.

By what authority incorporated: Under the laws of the States of New York and Pennsylvania.

If a consolidated company, name the constitutent companies: Consolidated company. Date of consolidation November 28, 1887. Formed from constituent companies by the consolidation of the Western New York and Pennsylvania Railway Company of Pennsylvania, and the Western New York and Pennsylvania Railway Company of New York, agreement of consolidation having been filed in the office of the Secretary of State of New York at Albany on the 23d day of November, and in the office of the Secretary of the Commonwealth of Pennsylvania at Harrisburg on the 28th day of November, A. D. 1887.

Western New York and Pennsylvania Railway Company of Pennsylvania was organized October 20, 1887, under the provisions of the act of Assembly of April 8, 1861, and the several supplements and amendments thereto, with a capital of $15,000,000.00, and certificate of organization filed at Harrisburg, November 3, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of Pennsylvania at a meeting held November 10, 1887.

Western New York and Pennsylvania Railway Company of New York was organized September 30, 1887, under and in pursuance of an act of Legislature of the State of New York, known as chapter 430 of the laws of 1874, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the acts amendatory thereof, and supplementary thereto, with a capital of $15,000,000.00, certificate of organization filed at Albany October 12, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of New York at a meeting held November 22, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	243 South Third street, Philadelphia,	January 9, 1893.
Nicholas Thouron,	433 Chestnut street, Philadelphia,	do.
Edward L. Owen,	71 Wall street, New York city,	do.
Pascal P. Pratt,	M. & T. Bank, Buffalo, N. Y.,	do.
George E. Bartol,	139 Front street, Philadelphia,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia,	do.
Charles M. Lea,	706 Sansom street, Philadelphia,	do.
William C. Bullitt,	Bullitt Building, Philadelphia,	do.
J. Remdle Smith,	109 South Third street, Philadelphia,	do.
Jno. K. Barclay,	407 Locust street, Philadelphia,	do.
Edward T. Steel,	24 Bank street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Buffalo, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia.
Chairman of the Executive Committee,	Nicholas Thouron,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N.Y.
Chief Engineer,	Robert D. McCreary,	Buffalo, N.Y.
General Solicitor, Attorney or Counsel,	Frank Rumsey,	Buffalo, N.Y.
Auditor,	Jno. F. Reynolds,	Buffalo, N.Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
Western New York and Pennsylvania railroad.	Buffalo,	Emporium,	118 24	41.90
	Buffalo,	Oil City,	136.43	50.60
	Stoneboro,	New Castle,	36	36
	Olean,	Oil City,	109.90	71.80
			400.58	200.30
Branch Lines Owned.				
Western New York and Pennsylvania railroad.	Tryonville,	Union,	16.30	16.30
	Titusville,	Pioneer,	8.90	8.90
			25.20	25.20
Lines of Proprietory Companies. All of whose capital stock is owned by this company.				
Union Terminal,	Buffalo,	D. L. & W. crossing,	2.31	....
Olean, Bradford and Warren railroad, N.Y.,	Olean, N. Y.,	State Line,	12.53	....
Olean, Bradford and Warren railway, Pa.,	State Line,	Bradford,	10.11	10.11
Kendall and Eldred railroad,	Eldred,	Tarport,	18.28	8.28
Bradford Railway Co. of Pennsylvania,	Bradford,	Kinzua Junction,	14.75	14.75
Kinzua Railway Company of Pennsylvania.	Kinzua Junction.	Kinzua,	14.04	14.04
McKean and Buffalo Railroad Company,	Larabee,	Clermont,	22.15	22.15
Genesee Valley Canal Railroad Company.	Hinsdale,	Rochester,	98.61	....
Genesee Valley Terminal Railroad Co.,	Rochester,	Lincoln Park,	2.46	....
Rochester, New York and Pennsylvania Railroad Company,	Nunda Junction,	Swains,	12	....
			207.24	79.33
Pennsylvania Railroad Company, P. and E. division,	Warren,	Irvineton,	6.30	6.30
Total mileage operated,			639.31	311.1

BONDS OWNED.

Second mortgage bonds, W. N. Y. & P. R. R.,	$495,942 70

STOCKS OWNED.

W. N. Y. & P. R. R. Co., capital stock,	$10,269,556 00
L. & S. W. R. R. Co., capital stock,	64,500 00
Kinzua Valley R. R. Co., stock,	105,000 00
Non-convertible income scrip,	2,010 00
Total,	$10,441,066 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$62,794,676 80	Capital stock,	$30,000,000 00
Bonds of other companies owned,	495,942 70	Funded debt,	32,611,652 93
Stocks of other companies owned,	10,441,066 00	Current liabilities,	642,122 09
Union Terminal Railroad Company,	189.571 87	Accrued interest on funded debt not yet payable,	23,333 33
Cash and current assets,	767.289 35	Old coupon account,	262 50
		Second mortgage income scrip, including the amount to be issued for interest accrued to June 30, 1892	3.015.376 03
		Kinzua Valley railroad, freight warrants,	105.000 00
		Profit and loss,	8.290,799 84
Total,	$74,688,546 72	Total,	$74,688,546 72

IMPORTANT CHANGES DURING THE YEAR.

Of the $10,163.00 of non-convertible scrip reported in 1891, as on hand and to be issued, none was issued during the year.

Two new equipment contracts have been issued during the year for ten locomotives and ten passenger coaches, and two baggage cars, aggregating, with interest on deferred payments, $176,039.60 on which payments have been made amounting to $38,022.61, leaving outstanding, $138,016.99.

Principal and deferred interest amounting to $284,390.41, accrued on equipment contracts issued previous to this year has been paid leaving $814,087.04 principal and interest on such contracts outstanding.

During the past year the net earnings from operations of the road, after deducting payments for additions to the equipment and the property, have not been sufficient to pay the interest on the second mortgage bonds in cash, therefore convertible income scrip amounting to $974,429.43, has been charged to income account, of which $583,768.94 has been issued. These scrip certificates are convertible at the option of the holder into debenture bonds, upon which debenture bonds interest is payable only if earned.

In accordance with the terms of the second mortgage and at the request of the holders of the income scrip certificates, debenture bonds have been issued during the year for income scrip to the amount of $383,000.00, aggregating with those issued in previous years, $1,441,000.00.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—American Express Company, June 3, 1883.

Mails—Postmaster General's adjustment of pay as follows: Route 107,058, Buffalo to Emporium, August 30, 1889; route 107,061, Buffalo to Corry, August 29, 1889; route 107,123, Rochester to Hinsdale, August 29, 1889; route 110,025, Irvine to Corry, September 3, 1889; route 110,068, Bloomfield to Tryonville, September 27, 1889; route 110,091, Larabee to Clermont, September 3, 1889; route 110,096, Newcastle to Stoneboro, October 14, 1889; route 110,121, Bradford to Olean, September 3, 1889; route 110,122, Summit City to Bradford, September 27, 1889; route 110,164, Warren to Salamanca, September 5, 1889; route 110,188, Bradford to Kinzua, April, 7, 1889.

Sleeping Cars, etc.—Pullman Palace Car Company, May 2, 1892.

Freight Lines—Empire Transportation Company, April 1, 1873; Empire Transportation Company for green line business, November 4, 1875.

Other Railroad Companies—Buffalo Creek Railroad Company January 1, 1888; Pennsylvania Railroad Company; Clermont Line.

Telegraph Companies—Western Union Telegraph Company, September 1, 1880, and May 20, 1882.

Other Contracts—Pennsylvania Railroad Company, Warren to Irvineton traffic, April 13, 1887.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	15	$49,300 32	$9 13
General office clerks	102	70,159 80	1 92
Station agents	65	36,065 40	1 54
Other station men	271	117,585 84	1 25
Enginemen	136	148,331 04	3 12
Firemen	134	86,694 72	1 86
Conductors	94	82,534 92	2 85
Other trainmen	386	245,822 88	1 99
Machinists	101	74,037 00	2 40
Carpenters	146	96,886 44	2 10
Other shopman	642	327,001 80	1 57
Section foremen	135	81,190 56	1 68
Other trackmen	588	193,732 20	1 22
Switchmen, flagmen and watchmen	77	27,856 56	1 06
Telegraph operators and dispatchers	140	76,732 32	1 55
All other employes and laborers	47	26,162 88	1 77
Total	3,079	$1,740,094 68	$1 72
Distribution of above:			
General administration	117	$115,005 90	$2 74
Maintenance of way and structures	843	399,107 65	1 63
Maintenance of equipment	816	305,676 65	1 16
Conducting transportation	1,303	920,304 48	2 09
Total	3,079	$1,740,094 68	$1 77
Employes in Pennsylvania:			
Total number of employees in Pennsylvania (estimated)	1,539	.....	.....

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron and steel	39	10
Number wooden	50	27
Number iron girders	44	5
Number wood girders	418	167
Trestles:		
Number	231	129
Aggregate length	39,827	16,906

Gauge of track, 563.30 miles, ... 4 ft. $8\frac{1}{2}$ in.
Do. 69.71 miles, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal factilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: All the terminal facilities in the city of Buffalo are owned by the Union Terminal Railroad Company and are used by this company. No rental has been paid except that the property has been maintained and all taxes paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association, Freight Traffic Association of Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire Line and Green Line.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: Incorporated March 22, 1860.

By what authority incorporated: Special acts of March 22, 1860, April 27, 1864, supplements to special acts of April 27, 1864, March 9, 1865, act of March 22, 1865, supplement to special act of incorporation of April 17, 1866, acts of April 10, 1867, February 25, 1870, March 25, 1871.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	February 16, 1893.
G. B. Roberts.	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 17, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Western Pennsylvania railroad.	Bollvar. . .	Butler, . . .	Pennsylvania Railroad Company.	70.63	70.63
Branches,				46.53	46.53
Total mileage.				117.16	117.16

Lease to the Pennsylvania Railroad Company dated June 1, 1888, for forty years from that date. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,272,400 73	Capital stock,	$1,775.000 00
Bonds and mortgages receivable.	1,500 00	Funded debt,	4,225,000 00
Cash and current assets.	1,196,807 41	Current liabilities,	24,095 97
		Mortgages and ground rent payable,	77.302 50
		Profit and loss,	1.369,309 67
Total,	$7,470,708 14	Total,	$7.470.708 14

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	10	10
Number iron,	26	26
Number wooden,	11	11
Trestles:		
Number,	6	6
Aggregate length (feet),	226	226
Tunnels:		
Number,	3	3
Maximum length (feet),	1,425	1,425
Minimum length (feet),	600	600
Aggregate length of all tunnels (feet),	3,390	3,390
Telegraph:		
Miles of line owned by this company,	98.83	98.83
Miles of wire owned by this company,	252.56	252.56
Miles of line operated by Pennsylvania Railroad Company, lessee,	98.83	98.83
Miles of wire operated by Pennsylvania Railroad Company, lessee	252.56	252.56

Gauge of track, ... 4 ft. 9 in.

WHEELING, PITTSBURG AND BALTIMORE RAILROAD COMPANY.

Date of organization: August 5, 1887.

If a consolidated company, name the constituent companies: Baltimore and Ohio Short Line railroad organized February 12, 1885, act of April 8, 1861, State of Pennsylvania. Wheeling, Pittsburg and Baltimore Railroad Company organized January 15, 1872, House bill No. 3, February 29, 1872, State of West Virginia.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. B. Washington,	Pittsburg,	Second Monday in January	1893
Alex M. Byers,	Pittsburg,	do.	do.
John D. Scully,	Pittsburg,	do.	do.
Johns McCleave,	Pittsburg,	do.	do.
W. W. Smith,	Washington, Pa.,	do.	do.
Wm. Workman,	Washington, Pa.,	do.	do.
Charles F. Mayer,	Baltimore, Md.,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Pittsburg.

Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg.
Secretary,	A. W. Black,	Pittsburg.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Wheeling, Pittsburg and Baltimore Railroad Company.	Glenwood, Pa.	Zediker, Pa.	Baltimore and Ohio Railroad Company.	29.40	29.40
	Washington, Pa.	Wheeling, W. Va.	Baltimore and Ohio Railroad Company.	32.40	20.90
Ohio and Baltimore Short Line Railway Company (Western Division).	Zediker, Pa.	Washington, Pa.	Baltimore and Ohio Railroad Company.	4	4
Total mileage.				65.80	54.30

Operated by the Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

The Ohio and Baltimore Short Line from Zediker to Washington, Pa., leased to the Wheeling, Pittsburg and Baltimore Railroad Company, by instrument dated August 5, 1887, for 999 years, at an annual rental of one dollar.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$7,131,832 39	Capital stock,	$5,500,000 00
Cash and current assets,	3,317,193 52	Funded debt,	5,500,000 00
Profit and loss,	550,974 09		
Total,	$11,000,000 00	Total,	$11,000,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents,	9	$1 34
Other station men,	6	1 22
Enginemen,	33	3 39
Firemen,	41	1 89
Conductors,	29	2 98
Other trainmen,	79	1 81
Carpenters,	29	1 85
Other shopmen,	6	1 52
Section foremen,	15	1 45
Other trackmen,	75	1 23
Switchmen, flagmen and watchmen,	44	1 02
Telegraph operators and dispatchers,	16	1 50
Employes—account floating equipment,	36	1 38
All other employes and laborers,	17	1 40
Total,	435	
Distribution of above:		
Maintenance of way and structures,	204	
Maintenance of equipment,	6	
Conducting transportation,	225	
Total,	435	

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	1
Number iron,	23
Number wooden,	45
Trestles:	
Number,	43
Aggregate length (feet),	11,474
Tunnels:	
Number,	7
Minimum length (feet),	1,733
Maximum length (feet),	396
Aggregate length of all tunnels (feet),	5,929
Telegraph:	
Miles of line operated by Western Union Telegraph Company,	65.80
Miles of wire operated by Western Union Telegraph Company,	196.40
Gauge of track,	4 ft. 8½ in.

WILCOX RAILROAD COMPANY.

Date of organization: Chartered June 16, 1885, and organized during that year.

By what authority incorporated: By an act of Assembly of the Commonwealth of Pennsylvania, approved the fourth day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. Hasell Wilson,	Philadelphia,	Second Tuesday in February, 1893.
J. N. DuBarry,	Philadelphia,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.
Amos R. Little,	Philadelphia,	do. do.
J. Bayard Henry,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: February 9, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. Hasell Wilson,	Philadelphia.
Secretary, Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Wilcox Railroad Company.	Wilcox, Pa.,	M.P.No.2+3.432	Pennsylvania Railroad Company.	2.65	2.65

The Wilcox railroad is operated by the Pennsylvania Railroad Company under certain rules and regulations as set forth in certain resolutions, adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company and the Wilcox Railroad Company respectively, copies of which have been filed with previous reports.

No separate accounts thereof being kept, we are unable to report any details as to the operations of the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$21,625 60	Capital stock	$25,000 00
Cash and current assets	3,374 40		
Total	$25,000 00	Total	$25,000 00

EMPLOYES AND SALARIES.

General officers, 2; compensation, nothing.

Total number of employes in Pennsylvania, 2.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	1	1
Aggregate length (feet)	623	623
Gauge of track	4 ft. 9 in.	

WILCOX AND ROCKY RUN RAILWAY COMPANY.

Date of organization: February 18, 1891.

By what authority incorporated: Incorporated under general railroad law and act of Assembly, approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. H. Ralph,	Bradford, McKean county, Pa.,	February 18, 1893.
C. H. McCauley,	Ridgway, Elk county, Pa.,	do.
A. A. Clearwater,	Wilcox, Elk county, Pa.,	do.
Norman Schultz,	Summit, N. J.,	do.
C. W. Spethgue,	Wilcox, Elk county, Pa.,	do.
Geo. C. Darling,	Wilcox, Elk county, Pa.,	do.
Jno. G. Whitmore,	Ridgway, Elk county, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 18, 1892.

Postoffice address of general office: Ridgway, Elk county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Ralph,	Bradford, McKean county, Pa.
Vice President,	C. H. McCauley,	Ridgway, Elk county, Pa.
Secretary,	Jno. G. Whitmore,	Ridgway, Elk county, Pa.
Treasurer,	A. A. Clearwater,	Wilcox, Elk county, Pa.
Auditor,	Geo. C. Darling,	Wilcox, Elk county, Pa.
General Superintendent,	A. A. Clearwater,	Wilcox, Elk county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Wilcox and Rocky Run Railway Company.	Junction with Wilcox railroad at Horne and Freeman's siding,	The middle of warrant No. 2,436, McKean county, Pa.	8	8

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The entire road was leased by lease dated March 12, 1891. The rentals under this lease were payable on June 12, September 12, December 12 and March 12, in each year.

The rentals received under this lease to June 30, 1892, amounting to $1,919.35.

GENERAL BALANCE SHEET

DR.		CR.	
Cost of road	$19,777 53	Capital stock	$25,000 00
Cost of equipment	5,813 93	Profit and loss	2,117 22
Cash and current assets	1,525 76		
Total	$27,117 22	Total	$27,117 22

CHARACTERISTICS OF ROAD.

Bridges: Number combination, 4; in Pennsylvania, 4.

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1885.

By what authority incorporated: General railroad act of April 4, 1868, and supplements thereto.

Operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Albert Lewis	Bear Creek, Pa.	Second Monday in January, 1893.
William Stevenson	Sayre, Pa.	do.
Robert H. Sayre	South Bethlehem, Pa.	do.
John B. Garrett	Philadelphia	do.
George W. Shonk	Wilkes-Barre, Pa.	do.
Charles Hartshorne	Philadelphia	do.
Rollin H. Wilbur	South Bethlehem, Pa.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	E. P. Wilbur	South Bethlehem, Pa.
Secretary	David G. Baird	Philadelphia.
Treasurer	D. Jones	Philadelphia.
Comptroller		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Harvey's Lake railroad.	Luzerne	Harvey's Lake	Philadelphia and Reading railroad.	13.50	13.50

Operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company, through ownership of stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$326,981 78	Capital stock,	$150,000 00
		Current liabilities,	176,981 78
Total,	$326,981 87	Total,	$326,981 78

IMPORTANT CHANGES DURING THE YEAR.

Control of this Company by the Lehigh Valley Railroad Company, through stock ownership, is now vested in the Philadelphia and Reading Railroad Company by lease of the Lehigh Valley Railroad Company and all its property to the Philadelphia and Reading Railroad Company.

EMPLOYES AND SALARIES.

General officers,	3

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization: September 8, 1886.

By what authority incorporated: Under general law of April 4, 1868, and supplements thereto.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	Second Monday in January, 1893.
S. Shepherd,	do.	do. do.
E. Hill,	do.	do. do.
C. F. Howell,	do.	do. do.
W. A. Buchanan,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Scranton railway.	Minooka Junction,	Scranton.	Central Railroad Company of New Jersey.	4.85	4.85

The Wilkes-Barre and Scranton railway was leased to the Lehigh Coal and Navigation Company May 1, 1888, the lease was transferred to the Central Railroad Company of New Jersey, May 1, 1888, and the road is operated by that company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$1,069,273 68	Capital stock, ...	$500,000 00
		Funded debt, ...	500,000 00
		Current liabilities.	69,273 68
Total, ...	$1,069,273 68	Total, ...	$1,069,273 68

EMPLOYES AND SALARIES.

General officers: President, Secretary and Treasurer; no compensation.

WILKES-BARRE AND WESTERN RAILWAY COMPANY.

Date of organization: Chartered June 22, 1886.

By what authority incorporated: Under general railroad law, State of Pennsylvania.

If a consolidated company, name the constituent companies: Milton and North Mountain Railroad Company, chartered in November, 1885, and the Millville and North Mountain Railroad Company, were merged into the Wilkes-Barre and Western Railway Company, December 25, 1886.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Gazzam, ...	Philadelphia, ...	January, 1893.
R. T. McCabe, ...	New York, ...	do.
Charles Raht, ...	New York, ...	do.
Max Bamberger, ...	Philadelphia, ...	do.
M. Liveright, ...	Philadelphia, ...	do.
W. C. Dearmond, ...	Philadelphia, ...	do.
C. D. Barney, ...	Philadelphia, ...	do.
S. B. Haupt, ...	Philadelphia, ...	do.
John M. Sharp.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Girard Building, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph M. Gazzam,	Philadelphia.
Secretary,	Robert C. Belville,	Philadelphia.
Treasurer,		
Assistant Engineer,	H. E. Richter,	Watsontown, Pa.
Auditor,	Robert C. Belville,	Philadelphia.
General Manager,	S. B. Haupt,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Wilkes-Barre and Western railway	Watsontown,	Orangeville.	30	30
Millville branch,	Millville Junction,	Millville,	1	1
Total mileage operated,			31	31

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,240,000 00	Capital stock,	$620,000 00
Cost of equipment,		Funded debt,	620,000 00
Total,	$1,240,000 00	Total,	$1,240,000 00

CHARACTERISTICS OF ROAD.

Tunnels:	
Number,	1
Length (feet),	150
Gauge of track,	4 ft. 9 in.

WILLIAMSPORT AND CLEARFIELD RAILROAD COMPANY.

Date of organization: July 5, 1882.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868.

If a consolidated company, name the constituent companies: Consolidated July 28, 1882, with the Cato and Beech Creek Railway Company, under act supplementary to act of February 19, 1849, approved March 24, 1865.

Cato and Beech Creek Railway Company, organized March 16, 1880, pursuant to act of April 4, 1868.

Road not built or operated.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius V. Sidell,	New York, N. Y.,	Elected January 14, 1884, for one year. No meeting of stockholders held since that date.
Henry Croskey,	Philadelphia,	
Richard W. Clay,	Philadelphia,	
Morris K. King,	Norfolk, Va. Resigned Feb. 1, 1886.	
Charles S. Riley,	Philadelphia,	
H. M. Albertson,	Philadelphia,	
A. H. Williams,	Philadelphia,	
W. B. Hornblower,	New York, N. Y.,	
Charles D. Ingersoll,	New York, N. Y.,	

Date of last meeting of stockholders for election of directors: January 14, 1884.
Postoffice address of general office: 522 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Cornelius V. Sidell.	146 Broadway, New York, N. Y.
Vice President,	Charles S. Riley,	1312 Franklin street, Philadelphia.
Secretary, Treasurer,	Charles D. Ingersoll,	170 Broadway, New York, N. Y.

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: May 21, 1864.

By what authority incorporated: Chartered as Muncy Creek railroad May 21, 1864. Road opened from Hall's Station, on Philadelphia and Reading railroad, to Hughesville, six and five-tenths miles, in September, 1871. Placed in the hands of a receiver January 27, 1881. On the 9th of August, 1882, the road was sold by the trustees of the mortgage and purchased by the bondholders who reorganized the company under its present title September 1, 1882. The new company in 1884 extended the line from Hughesville to Glen Mawr, eight miles. In 1885 from Glen Mawr to Sonestown, eight miles. In October, 1886, from Sonestown to Nordmont, six miles, and during March, 1887, an additional three miles were graded. On its completion to Bernice, Sullivan county, Pa., this road will connect with the State Line and Sullivan railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. L. Taylor,	Buffalo, N. Y.,	May, 1893.
John Satterfield,	Buffalo, N. Y.,	do.
George V. Forman,	Buffalo, N. Y.,	do.
H. C. McCormick,	Williamsport, Pa.,	do.
S. T. McCormick,	Williamsport, Pa.,	do.
J. Henry Cochran,	Williamsport, Pa.,	do.
Eugene R. Payne,	Williamsport, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 18, 1892.
Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. C. McCormick,	Williamsport, Pa.
Vice President,	John Satterfield,	Buffalo, N. Y.
Secretary,	S. T. McCormick,	Williamsport, Pa.
Treasurer,	J. Henry Cochran,	Williamsport, Pa.
Chief Engineer,	John Marston, Jr.,	La Porte, Pa.
Auditor,	S. D. Townsend,	Hughesville, Pa.
General Manager,	B. G. Welsh,	Hughesville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road	Total mileage of road in Pennsylvania.
	From—	To—		
Williamsport and North Brauch Railroad Company.	Halls,	Nordmont,	27	27

STOCKS OWNED.

NAME.	Total par value.	Rate.
Williamsport and North Branch Telephone Company,	$2,575 00	$25 00

The above line is leased by the Williamsport and North Branch Railroad Company at a rental of an eight per cent. dividend upon all outstanding stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,082,840 94	Capital stock,	$749,200 00
Cost of equipment,	26,100 00	Funded debt,	377,900 00
Stocks of other companies owned,	2,575 00	Current liabilities,	22,285 17
Lands owned and other property,	30,995 04	Accrued interest on funded debt not yet payable, two months, May and June,	3,710 00
Cash and current assets,	21,944 18		
Other assets:			
Sinking fund,	102 30	Profit and loss,	11,462 29
Total,	$1,164,557 46	Total,	$1,164,557 46

CONTRACTS, AGREEMENTS, ETC.

United States Express Company. Agreement: 40 per cent. of net earnings, 10 per cent. of gross earnings and $30.00 per month to baggage master. All of the above accrues to the Williamsport and North Branch Railroad Company.

Under the provisions of the United States postal laws the railroad company receives $61.92 per mile per annum compensation.

Contract with the Williamsport and North Branch Telephone Company. Lines leased at a rental of an 8 per cent. dividend upon all outstanding stock.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$3,000 00	
General office clerks	3	1,088 30	$1 50
Station agents	7	3,633 99	1 29
Other station men	2		
Enginemen	3	2,683 10	2 13
Firemen	3		1 50
Conductors	2	2,595 75	1 73
Other trainmen	3		1 35
Machinists	1		2 50
Carpenters	1		2 25
Other shopmen	2	13,912 25	1 50
Section foremen	7		1 43
Other trackmen	33		1 25
Telephone operator	1		75
Total	70	$26,913 39	
Distribution of above:			
General administration	5	$4,088 30	
Maintenance of way and structures	51	12,179 27	
Maintenance of equipment	3	1,732 98	
Conducting transportation	11	8,912 84	
Total	70	$26,913 39	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	70		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	7	7
Number wooden	15	15
Telegraph and telephone:		
Miles of line owned by this company, telegraph	8	8
Miles of wire owned by this company, telegraph	16	16
Miles of line operated by this company, telephone	64½	64½
Miles of wire operated by this company, telephone	94½	94½

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Annual contribution to sinking fund of one per cent. of amount of bonds outstanding.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization: January 18, 1877.

By what authority incorporated: Under law of General Assembly of State of Delaware of February 22, 1877, and law of State of Pennsylvania of April 8, 1861.

If a consolidated company, name the constituent companies: The Wilmington and Northern Railroad Company of Pennsylvania was merged with the Wilmington and Northern Railroad Company of Delaware.

Consolidated March 28, 1877, under Delaware act of February 22, 1877, and Pennsylvania acts of May 16, 1861, March 24, 1865, and April 10, 1869.

Name of original corporation: The Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Col. H. A. duPont,	Wilmington, Del.,	First Monday in May, 1893.
George Brooke,	Birdsboro, Pa.,	do. do.
Dr. Charles Huston,	Coatesville, Pa.,	do. do.
A. L. Foster,	Montchanin, Del.,	do. do.
John S. Gerhard,	251 South Fourth st., Phila., Pa.,	do. do.
Col. L. Heber Smith,	Joanna, Pa.,	do. do.
W. S. Cormer,	Woodbury, N. J.,	do. do.

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: Wilmington, Del.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Col. H. A. duPont,	Wilmington, Del.
Secretary,	E. B. Shurter,	Wilmington, Del.
Treasurer,	A.G. McCausland,	Wilmington, Del.
Chief Engineer,	F. L. Hills,	Wilmington, Del.
Attorney for Delaware,	E. G. Bradford,	Wilmington, Del.
Attorney for Pennsylvania,	William M. Hayes,	West Chester, Pa.
Auditor,	T. B. Townsend,	Wilmington, Del.
General Manager,	Col. H. A. duPont,	Wilmington, Del.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Lines Owned.				
Main Line,	Wilmington, Del.,	High's Junction, Pa.,	71.50	58.50
Wharf branch,	Junction with main line near Cedar st., Wilmington, Del.,	Wilmington & Northern railroad wharf, Christiana river, with spur to Delaware Mills.	.60	
Delaware River Extension branch,	Junc. with main line Beech st., Wilmington, Del.,	Wilmington & Northern railroad wharf. Delaware river.	3.70	
South Walnut Street branch,	Junc. with Del. River Ext. branch at South Wilmington,	Market street bridge. South Wilmington.	1.07	
Christiana Avenue branch,	Junc. with Del. River Ext. branch at South Wilmington,	Third street bridge, South Wilmington.	1.87	
Kentmere branch,	Junc. with main line near Silverbrook.	Kentmere, Del., with spur to Hagley, Del.	2.77	
Rockland branch,	Montchanin, Del.,	Rockland, Del.,	1	
French Creek branch,	Springfield, Pa.,	St. Peters, Pa.,	5.90	5.90
Lines Operated under Contract for Passenger Business Only.				
Schuylkill and Lehigh railroad,	High's Junction, Pa.,	Second and Cherry sts., Reading, Pa.	2.42	2.42
West Reading railroad,	Second and Pine sts., Reading, Pa.,	Junc. with Lebanon Valley railroad.		
Lebanon Valley railroad,	Junction with West Reading railroad,	Phila. and Reading railroad station, Reading, Pa.	1.47	1.47
Total mileage operated,			92.30	68.29

STOCKS OWNED.

New Jersey and Wilmington Ferry Company (total par value),	$8,000 00
Wilmington Agricultural and Industrial Association (total par value),	600 00
West Chester Street Railway Company (total par value),	30,050 00
Total,	$38,650 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,044,902 82	Capital stock,	$1,278,050 00
Cost of equipment,	344,143 04	Funded debt,	534,000 00
Stocks of other companies owned,	38,650 00	Current liabilities,	237,043 88
Cash and current assets,	223,745 72	Accrued interest on funded debt not yet payable,	2,150 00
		Profit and loss,	600,197 70
Total,	$2,651,441 58	Total,	$2,651,441 58

IMPORTANT CHANGES DURING THE YEAR.

$16,000 new 5 per cent. registered bonds were authorized and issued bearing interest from June 1, 1891.

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company for Wilmington and Northern express business.

Arrangement with United States Government for transferring mails.

Contracts with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad Company and Pennsylvania Railroad Company for interchange of business.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$14,500 00	. . . . .
General office clerks,	13	7,910 87	$1 95
Station agents,	35	18,464 63	1 69
Other station men,	19	5,878 35	96
Enginemen,	21	22,824 92	3 48
Firemen,	20	12,862 55	2 06
Conductors,	22	21,154 54	3 08
Other trainmen,	55	30,520 51	1 78
Machinists,	13	8,070 60	1 99
Carpenters,	19	12,159 84	2 05
Other shopmen,	49	24,580 08	1 61
Section foremen,	23	13,914 00	1 94
Other trackmen,	73	24,689 16	1 08
Switchmen, flagmen and watchmen,	25	11,839 50	1 52
Telegraph operators and dispatchers,	15	10 680 00	2 28
Employes—account of floating equipment,	14	6,632 26	1 52
All other employes and laborers,	40	20,146 25	1 61
Total,	462	$266,828 06	$1 85
Distribution of above:			
General administration,	19	$22,410 87	$3 78
Maintenance of way and structures,	136	58,749 41	1 38
Maintenance of equipment,	81	44,810 52	1 77
Conducting transportation,	226	140,857 26	2 00
Total,	462	$266,828 06	$1 85

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	21	10
Number wooden,	12	10
Trestles:		
Number,	32	25
Aggregate length (feet),	3,539	2,292
Telegraph:		
Miles of line owned by this company,	79.8	66.2
Miles of wire owned by this company,	142.8	115.6
Miles of line operated by this company,	79.8	66.2
Miles of wire operated by this company,	142.8	115.6

Gauge of track, ... 4 ft. $8\frac{3}{4}$ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? After twenty years from December 1, 1887, company has the right from time to time to redeem as many bonds as it shall have money to pay on such terms as it may deem advisable, and for the further purpose of forming a sinking fund. Company may purchase bonds at public or private sale, which bonds shall be canceled.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Philadelphia and Reading Railroad Company passenger station at Reading, Pa.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of Middle States, National Association of General Passenger and Ticket Agents, Freight Claim Agents Association Eastern, Southern and Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line, White Line, Blue Line, Merchants' Dispatch, Nickel Plate Line, West Shore Line, Hoosac Tunnel Line, Erie Dispatch, Traders' Dispatch, Lehigh Valley Dispatch, Lehigh Valley and Wabash Dispatch, Southwest Dispatch, Lackawanna Line, Great Eastern Line, Interstate Dispatch, Commercial Express Line, Continental Line, Baltimore and Ohio Kankakee Dispatch.

WIND GAP AND DELAWARE RAILROAD COMPANY.

Date of organization: November 24, 1880.

By what authority incorporated: Under act of April 4, 1868, and supplements thereto.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Lewis,	Philadelphia.	Second Monday in January, 1893.
S. Shepherd,	do.	do.
E. Hill,	do.	do.
C. F. Howell,	do.	do.
E. W. Clark, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wind Gap and Delaware railroad.	Bangor,	Saylorsburg,	Central Railroad Company of New Jersey.	10.84	10.84

The Wind Gap and Delaware railroad was operated by the Central Railroad Company of New Jersey to December 31, 1891, in connection with the Lehigh and Lackawanna railroad, under an operating agreement dated January 2, 1888.

The Central Railroad Company of New Jersey, for the six months ending June 30, 1892, paid as rental of the Lehigh and Lackawanna and the Wind Gap and Delaware railroad, one-third of the gross receipts of the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$176,821 68	Capital stock,	$100,000 00
Cash and current assets.	50,000 00	Current liabilities,	126,821 68
Total,	$226,821 68	Total.	$226,821 68

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization: August 16, 1881.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

Operated by the Pittsburg, McKeesport and Youghiogheny Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburg,	January 11, 1893.
John Walker,	do.	do. do.
Henry Phipps, Jr.,	do.	do. do.
G. B. Bosworth,	do.	do. do.
H. M. Curry,	do.	do. do.
William L. Abbott,	do.	do. do.
John G. A. Leishman,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: No. 42 Fifth avenue, Pittsburg.

Postoffice address of operating company: Pittsburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. C. Frick,	Pittsburg.
Secretary,	G. B. Bosworth,	do.
Treasurer,		
General Solicitor, Attorney or Counsel.	W. F. McCook,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Youghiogheny Northern Railway Company.	Broad Ford,	Summit,	$2\frac{223}{5280}$	$2\frac{223}{280}$

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Youghiogheny Northern Railway Company.	Broad Ford, . .	Summit, ...	Pittsburg, McKeesport and Youghiogheny railroad.	$2\frac{223}{5280}$	$2\frac{223}{5280}$

The Youghiogheny Northern Railway Company leased to the Pittsburg, McKeesport and Youghiogheny Railroad Company their entire line, April 1, 1883, for and during the term of fifty years, for a sum of money equal to one dollar per car, for each freight car loaded with coal or coke transported over any portion of the railway by the Pittsburg, McKeesport and Youghiogheny railway during the term of this lease.

The Pittsburg, McKeesport and Youghiogheny Railroad Company are to make all returns to the state.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$400,000 00	Capital stock, ...	$400,000 00
Cash and current assets, ...	6,271 89	Profit and loss, ...	6,271 89
Total, ...	$406,271 89	Total, ...	$406,271 89

CHARACTERISTICS OF ROAD.

Number of wooden bridges, ...	3

STREET RAILWAY REPORTS.

ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary, Treasurer,	Alfred A. Glasier,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. H. Campbell,	Boston, Mass.	Robert E. Wright,	Allentown, Pa.
Alfred A. Glasier,	do.	Russell A. Thayer,	do.
George W. Mansfield,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, president, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electricity by single trolly system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 29, 1865.

This road was originally operated by horses. It was purchased in 1891, and its tracks were relaid and prepared for operation by electricity. On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company, for nine hundred and ninety-nine years. On July 1, 1891, it was opened for travel in Allentown, and on September 2, 1891, to Catasauqua.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins at Seventeenth and Chew streets, Allentown, Pa., through Seventeenth to Gordon, through Gordon to Madison, through Madison to Chew, through Chew to Twelfth, through Twelfth to Hamilton, through Hamilton to Lehigh River and across same.

Branch on Seventh street, from Hamilton to Greene.

Branch from Second and Hamilton: Through Second to Turner, through Turner to Ridge avenue, through Ridge avenue to Tilghman, through Tilghman to Front, through Front to city limits; thence over private property and public roads through Whitehall township, Lehigh county, to borough of Catasauqua; thence in Catasauqua, on Ridge road and through Front street to northern limit of borough.

SUMMARY OF PAYMENTS.

For construction,	$400,000 00
For interest paid to the Allentown and Bethlehem Rapid Transit Company,	9,025 00
For miscellaneous paid by the Allentown and Bethlehem Rapid Transit Company,	84 00
For municipal taxes paid by the Allentown and Bethlehem Rapid Transit Company,	73 40
For state taxes paid by the Allentown and Bethlehem Rapid Transit Company,	376 47
Total,	$409,558 87

NOTE.—The Allentown and Bethlehem Rapid Transit Company owns all the stock and bonds of this company, its rental to lessee equaling interest on bonds. All other expenditures are guaranteed and paid by and are included in Allentown and Bethlehem Rapid Transit Company expenditures.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$400,000 00	Capital stock,	$200,000 00
		First mortgage bonds,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

IMPORTANT CHANGES DURING THE YEAR.

Road is leased to the Allentown and Bethlehem Rapid Transit Company.

ALLENTOWN AND BETHLEHEM RAPID TRANSIT COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary, Treasurer,	Alfred A. Glasier,	Boston, Mass.
Superintendent,	A. H. Haywood,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. H. Campbell,	Boston, Mass.	Robert E. Wright,	Allentown, Pa.
Alfred A. Glasier,	Boston, Mass.	C. A. Wolle,	Bethlehem, Pa.
George W. Mansfield,	Boston, Mass.	H. W. Allison,	Bethlehem, Pa.
Edwin S. Webster,	Boston, Mass.		

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Itself.

With what other companies consolidated: It has leased and operates and controls the stock of the following street railway companies, viz: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

Date of consolidation: Leased May 29, 1891.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTINN.

Incorporated April 4, 1891, under the motor power company act of March 22, 1887.

On May 29, 1891, this company leased, for 999 years, the following properties, viz: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company. The Allentown and Bethlehem Rapid Transit Company built a power plant and furnished a complete equipment for the operating of its leased roads.

The road began operations July 1, 1891.

CHARACTERISTICS OF ROAD

Route of road, streets occupied, and connections: All the roads of the following street railway companies and none other, and on whose reports are found detailed descriptions of routes: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

It has no other connections.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$413,551 71
For equipment,	104,275 73
For maintaining the road or real estate of the corporation, and operating the road,	58,691 34
For interest,	23,017 47
For new passenger cars and horses: Included in equipment.	
For municipal taxes,	318 15
For state taxes,	1,235 87
Total,	

NOTE.—The Allentown and Bethlehem Rapid Transit Company owns all the stock and bonds of the following companies, from whom it leases their properties, paying a rental equivalent to interest on bonds.

It guarantees all expenses of the several roads which are included in summary of payments rendered as above: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant.	$521,327 44	Capital stock,	$1,000,000 00
Investments.	1,025,000 00	First mortgage bonds,	500,000 00
Office furniture,	372 86	Mortgage,	3,500 00
Supplies.	3,861 88	Rittersville Hotel Company guarantee,	25,000 00
Advance payments.	802 08	Note payable.	9,000 00
Accounts receivable,	10,075 68	Accounts payable,	15,150 27
Suspense accounts,	542 13	Profit and loss,	12,929 77
Cash.	3,597 97		
Total,	$1,565,580 04	Total,	$1,565,580 04

STOCK AND DIVIDENDS.

Total surplus,	$12,929 77
Surplus invested as follows:	
Other items (plant),	12,929 77

IMPORTANT CHANGES DURING THE YEAR.

On May 29, 1891, the Allentown and Bethlehem Rapid Transit Company, leased the roads of the following companies: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

BEAVER VALLEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Theodore P. Simpson,	Beaver Falls, Pa.
Secretary, Treasurer,	A. R. Leyda,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. R. Leyda.	Beaver Falls. Pa.	A. M. Jolly.	Beaver Falls, Pa.
J. C. Whitla.	do.	W. R. Kimball,	Cincinnati, O.
Theodore P. Simpson,	do.	W. W. Hazzard,	Cleveland, O.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Beaver Valley Traction Company.

With what other companies connected: Central Electric Street Railway Company.

Date of consolidation: Connected November 24, 1891.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address A. R. Leyda, secretary and treasurer.

What kind of power is used for propelling the cars on your road? See report Beaver Valley Traction Company, lessees.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized September 17, 1884. Charter granted October 4, 1884. Constructed at once and opened for travel July 4, 1885.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From point in White township near borough line, along public highway to line of Beaver Falls borough; thence along Eighth avenue to Seventeenth street; thence to Seventh avenue; along Seventh avenue to New Brighton bridge; across said bridge and within the borough of New Brighton; along Bridge street, Broadway and Main street to Pearl street, and thence from intersection of Main and Pearl along Pearl street to present terminus near the Pittsburg, Fort Wayne and Chicago railroad station in New Brighton, Pa.

IMPORTANT CHANGES DURING THE YEAR.

July 10, 1891, contract and agreement with Beaver Valley Traction Company for supply of motive power, equipment and operation of its railway.

August 8, 1891, entire shares of the capital stock of Beaver Valley Street Railway Company was purchased by Beaver Valley Traction Company.

BEAVER VALLEY TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. R. Kimball.	Cincinnati, Ohio
Vice President,	A. M. Jolly,	Beaver Falls, Pa
Secretary,	A. R. Leyda,	Beaver Falls, Pa.
Treasurer,	S. P. Stone,	Beaver Falls, Pa.
Superintendent,	H. N. Brooks.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. R. Kimball.	Cincinnati, Ohio.	Jno. C. Whitla,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.	W. W. Hazzard,	Cleveland, Ohio.
A. R. Leyda,	Beaver Falls, Pa.	Jno. K. Jolly.	Corapolis, Pa.
Theo. P. Simpson.	Beaver Falls, Pa.		

Date of annual meeting for election of directors: First Monday in February.

By whom is the road operated? Beaver Valley Traction Company.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address A. R. Leyda, secretary.

What kind of power is used for propelling the cars on your road? Electrical motor.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted June 29, 1891, for supplying motive power and operating passenger railways.

July 5, 1891, agreement entered into, by and between the "Beaver Valley Traction Company," and the "Beaver Valley Street Railway Company" and "The Central Electric Street Railway Company," for the term of 999 years to maintain and operate the railways of the said companies together as one system.

Power station and electrical equipment (Thomson-Houston system) for supply of motive power was completed and the roads opened for business November 24, 1891.

CHARACTERISTICS OF ROAD.

See report of Beaver Valley Street Railway Company and Central Electric Street Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets through single fare both roads,	10
Through tickets in books of fifty trips sold for	4 25

SUMMARY OF PAYMENTS.

For construction,	$400,000 00
For equipment,	75,354 51
For maintaining the road or real estate and equipment of the corporation, and operating the road,	29,826 79
For interest,	9,526 03
For miscellaneous and general expenses, organization, etc.,	9,491 63
For municipal taxes,	150 00
For state taxes on gross receipts,	123 01
Total,	$524,471 97

GENERAL BALANCE SHEET.

DR.		CR.	
Investments Beaver Valley Street railway stock,	$140.000 00	Capital stock,	$300.000 00
Investments Central Electric Street railway stock,	110.000 00	Bonds payable,	150.000 00
Construction and equipment (contract),	150,000 00	Bills payable,	17,000 00
Betterment, new construction, paving, etc,	44,990 60	Accounts payable,	8,193 09
Real estate and buildings,	13,872 83	Balance due treasury,	4,609 06
Steam plant,	11,149 00		
Additional power station equipment,	3,469 58		
Additional car equipment,	1,103 50		
Tools,	153 69		
Office furniture and fixtures,	615 31		
Accounts recievable,	1,161 28		
Supplies on hand,	348 58		
Balance deficit,	2,937 78		
Total,	$479,802 15	Total,	$479,802 15

STOCK AND DIVIDENDS.

Surplus invested as follows:

Material, fuel and stores,	$348 58

IMPORTANT CHANGES DURING THE YEAR.

June, 1892, three miles double track, fifty-six pound rail, on Seventh avenue, Beaver Falls, Pa.

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. H. Campbell,	Boston, Mass.
Secretary,	Alfred A. Glasier,	Boston, Mass.
Treasurer,	Alfred A. Glasier,	Boston, Mass.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. H. Campbell,	Boston, Mass.	Robert E. Wright,	Allentown, Pa.
George W. Mansfield,	Boston, Mass.	M. T. Medlar,	Allentown, Pa.
Edwin S. Webster,	Boston, Mass.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated October 29, 1889.

This road was built for operation by electricity.

On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for nine hundred and ninety-nine years.

Road opened for travel on August 1, 1891.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Begins at village of East Allentown at east end of county bridge over Lehigh River, and extends through Hanover township, Lehigh county; along Allentown and Bethlehem turnpike to and through borough of West Bethlehem, on Broad street to middle of Broad street bridge on eastern line of borough of Bethlehem on Broad street, connecting at eastern terminus with the Bethlehem and South Bethlehem Street Railway, and at western terminus with the Allentown Passenger Railway; at east end of Front street in East Allentown it connects with Bethlehem and Allentown Street Railway.

SUMMARY OF PAYMENTS.

For construction,	$200,000 00
For interest paid to the A. and B. R. T. Co.,	4,512 50
For miscellaneous paid by the A. and B. R. T. Co.,	58 25
Total,	$204,570 75

NOTE.—The A. and B. R. T. Co. owns all the stock and bonds of the company, the rental to lessee equaling interest on bonds. All other expenditures are guaranteed and paid by and are included in A. and B. R. T. Co. expenditures.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$200,000 00	Captal stock,	$100,000 00
		First mortgage bonds,	100,000 00
Total,	$200,000 00	Total,	$200,000 00

BETHLEHEM AND SOUTH BETHLEHEM STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary, Treasurer,	Alfred A. Glasier,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. H. Campbell,	Boston, Mass.	Robert E. Wright,	Allentown, Pa.
George W. Mansfield,	do.	C. A. Wolle,	Bethlehem, Pa.
Edwin S. Webster,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Bethlehem, Pa.

For information relating to this report, address G. H. Campbell, president, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 18, 1889. This road was built for operation by electricity.

On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for nine hundred and ninety-nine years. It was partly opened for operation August 1, 1891, and is partly under construction now.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Connects with Bethlehem and Allentown Street railway route.

Route begins at western terminus of Broad street in Bethlehem; thence eastwardly on Broad street to Linden street; thence north on Linden street to Fair grounds.

Branch from Broad and Main streets south on Main street to Church street; thence eastwardly on Church street to New street; thence southwardly on New street to borough line of South Bethlehem.

Branch from corner of Church and New streets, north on New street to Broad street.

SUMMARY OF PAYMENTS.

For construction,	$400,000 00
For interest, paid to the Allentown and Bethlehem Rapid Transit Company,	9,525 00
For miscellaneous, paid by the Allentown and Bethlehem Rapid Transit Company,	58 25
Total,	$409,583 25

NOTE.—The Allentown and Bethlehem Rapid Transit Company owns all the stock and bonds of this company, its rental to lessee equaling interest on bonds and all other expenditures are guaranteed and paid by and are included in Allentown and Bethlehem Rapid Transit Company expenditures.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$400.000 00	Capital stock,	$200.000 00
		First mortgage bonds,	200.000 00
Total,	$400.000 00	Total,	$400.000 00

BRADDOCK ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Adin L. Sailor,	Swissvale, Allegheny county, Pa.
Vice President,	Jas. P. McKelvy,	Edgewoodville, Allegheny county, Pa.
Secretary, Treasurer, General Superintendent,	Chas. F. Ellis,	Swissvale, Allegheny county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Adin L. Sailor,	Swissvale, Allegheny co., Pa.	Jno. S. McKelvy,	Edgewoodville, Allg'y co., Pa.
Chas. F. Ellis,	Swissvale, Allegheny co., Pa.	Caleb C. Lee,	Oakmont, Allegheny co., Pa.
Jas. P. McKelvy,	Edgewoodville, Allg'y co., Pa.	Josiah Barrett,	Allegheny, Allegheny co., Pa.

Date of annual meeting for election of directors: January 11, 1892.
By whom is the road operated? The Braddock Electric Railway Company,
General office of the company at Braddock, Allegheny county, Pa.
For information relating to this report address Chas. F. Ellis, Braddock, Pa.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter is June 9, 1890. The company was originated shortly before the charter was applied for, and was granted right of way through the borough of Braddock, October 20, 1890, and through the township of Braddock, February 7, 1891.

The company has caused to be built about three and three-fourths miles of track, and has equipped the same with four vestibule cars with two fifteen horse power motors each. Has a large power station and car house combined, and machinery of about three hundred horse power capacity for operating said plant.

We have been delayed by legal measures, and our line is not completed owing to the same. We commenced active operation with three cars on April 12, 1892, and added number four car on Decoration Day.

CHARACTERISTICS OF ROAD.

Route of streets occupied, and connections: Beginning on Talbot avenue in the borough of Braddock at Second street; thence by Talbot avenue to Thirteenth street, thence by Thirteenth street to a township road called Bell avenue; thence by said township road to Dookers Hollow; thence returning by said township road and Bell avenue to a township road, which is an extension of Burton street (in the borough of Braddock); thence by said township road to Charles street; thence by Charles street and another township road to a township road (called Fourth street road) at a point near Copeland station P. R. R.; thence by said township road and Fourth street (in the borough of Braddock) to Mills street; thence by Mills street to Second street; thence by Second street to Talbot avenue; thence by Talbot avenue to Eighth street; thence by Eighth street to Braddock avenue; thence by Braddock avenue to Burton street; thence by Burton street and township road to Bell avenue, returning by same route to place of beginning; the circuit being completed by means of turnouts and switches.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25
Tickets in packages of 50 sold for	2 00

SUMMARY OF PAYMENTS.

For construction,	$93,716 57
For equipment,	
For miscellaneous,	2,156 00
Total,	$95,872 57

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$12,000 00	Capital stock,	$56,000 00
Construction and equipment,	81,716 57	Mortgage on real estate,	1,200 00
Operating expenses,	2,156 00	Mortgage bonds,	40,000 00
Cash on hand,	2,797 93	Receipts from passengers,	1,470 50
Total,	$98,670 50	Total,	$98,670 50

BRADDOCK AND TURTLE CREEK STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Pittsburg.
Secretary,	John C. Reilly,	do.
Treasurer,	John W. Taylor,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburg.	William V. Callery,	Pittsburg.
William I. Burns,	do.	John W. Taylor,	do.
John C. Reilly,	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The Braddock and Turtle Creek Street Railway Company.

General offices of the company at Pittsburg.

For information relating to this report, address John W. Taylor, treasurer, 548 Smithfield street, Pittsburg.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered September 21, 1885, under act of 1878, and accepted provisions of act of May 14, 1889. Unable to obtain consent of local authorities until August, 1890. Work began in October, 1890, and road constructed in the spring of 1891, but no cars in operation until July 18, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins at Carrie Furnaces, Braddock township, Allegheny county, Pa.; follows the township road through Rankin borough and Braddock borough (Braddock avenue), and along township road; again in said township to a point just east of the Edgar Thomson Steel Works.

No connection with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25

SUMMARY OF PAYMENTS.

For construction, For equipment, } Including $4,000 for real estate,	$108,508 22
For maintaining the road or real estate of the corporation, and operating the road,	12,945 98
For interest,	2,204 25
For dividends,	1,250 00
For miscellaneous,	335 83
For state taxes,	143 76
Total,	$125,388 04

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$104,508 22	Capital stock,	$60,787 50
Real estate,	4,810 49	Funded debt,	50,000 00
Cash on hand,	1,468 79		
Total,	$110,787 50	Total,	$110,787 50

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: two and one-half per cent.

Paid in dividends, cash, $1,250 00

IMPORTANT CHANGES DURING THE YEAR.

Extension made from Rankin Station to Carrie Furnace, a distance of about 3,460 feet.

The present officers and directors took charge of the road on June 20, 1892, and the foregoing report has been mainly made out by one of the old officers.

BRADFORD AND KENDALL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	TITLE.	NAMES.
President,	W. S. Wales.	General Manager,	W. S. Wales.
Secretary,	W. J. Crawford.	General Superintendent.	W. J. Crawford.
Treasurer,	G. S. Wales.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George S. Wales,	Syracuse, N. Y.	W. J. Crawford,	Bradford, Pa.
W. S. Wales,	do.	J. G. Fisher,	Kendall Creek, Pa.

By whom is the road operated? Bradford and Kendall Railway Company.
General office of the company at Bradford, Pa.
For information relating to this report, address W. S. Wales, Syracuse, N. Y.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Bradford and Kendall Railway Company was formed and articles of agreement signed the 15th day of March, 1879. We have no papers or books whereby we can give any particulars in relation to construction of road.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Commences at intersection of Main street with Mechanic street, running along Main street to Whitney avenue, along Whitney avenue to the borough of Kendall, a distance of about one and one-half miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25
School tickets, twelve for	40

SUMMARY OF PAYMENTS.

For construction,	$51 53
For equipment,	61 93
For maintaining the road or real estate of the corporation, and operating the road,	805 76
Total,	$919 22

GENERAL BALANCE SHEET.

DR.		CR.	
Construction account,	$51 53	W. S. Wales,	$115 00
Equipment account,	61 93	Profit and loss,	73 64
Tool account,	3 75		
Account receivable,	6 80		
Cash in bank,	37 47		
Cash on hand,	27 16		
Total,	$188 64	Total,	$188 64

IMPORTANT CHANGES DURING THE YEAR.

This company changed hands April 13, 1892. The old company claiming that they had no books of accounts, so it is impossible for us to give any accounts previous to April 13, 1892.

CATHERINE AND BAINBRIDGE STREETS RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	George W. Elkins,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Elkins,	Philadelphia.	Clay Kemble,	Philadelphia.
David H. Lane,	do.	John B. Peddle,	do.
George D. Widener,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter May 14, 1889.

Leased to the Philadelphia Traction Company for the term of 999 years, from March 1, 1890.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Depot, Thirty-sixth and Gray's Ferry road; on Gray's Ferry road to Bainbridge street, east on Bainbridge street to Front street, south on Front street to Catherine street, west on Catherine street to Gray's Ferry road, southwest on Gray's Ferry road to the depot.

SUMMARY OF PAYMENTS.

For dividends,	$9,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$13,432 50	Capital stock,	$150,000 00
Construction and equipment	286,567 50	Bonds,	150,000 00
Total,	$300.000 00	Total,	$300,000 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Six per cent. on par value of capital stock.

Paid in dividends, cash,	$9,000 00

CENTRAL ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Stephen P. Stone.	Beaver Falls, Pa.
Secretary,	Almond R. Leyda,	do.
Treasurer,	Theo. P. Simpson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jno. C. Whitla,	Beaver Falls, Pa.	A. R. Leyda,	Beaver Falls, Pa.
A. M. Jolly,	do.	Stephen P. Stone,	do.
Jno. A. Elliott.	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Beaver Valley Traction Company.

With what other companies connected: With Beaver Valley Street Railway Company.

Date of connection: November 24, 1891.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address A. R. Leyda, secretary, Beaver Falls, Pa.

What kind of power is used for propelling the cars on your road? Electric motor

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted November 6, 1890. July 3, 1891, contract was made for construction of the road, beginning at intersection of Pearl street and Main street, borough of New Brighton, Pa., to terminus of road at intersection of Third street with Buffalo street in borough of Beaver, Pa. This work was completed, and road opened for traffic November 24, 1891, by Beaver Valley Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the intersection of Pearl street and Main street in the borough of New Brighton; thence south along Main street to the public road leading from New Brighton to Rochester Pa.; thence south along said road through borough of New Brighton and Rochester township to intersection thereof with public road leading to Sharon bridge; thence along road and over Sharon bridge, and into and through borough of Bridgewater to Water street; thence south along Water street in said borough to Bridge street; thence along Bridge street to line between Bridgewater and borough of Beaver; thence along public road to Beaver to Third street in said borough; thence west along Third street to the intersection thereof with Buffalo street in said borough of Beaver, Pa.

IMPORTANT CHANGES DURING THE YEAR.

July 10, 1891. Contracted with Beaver Valley Traction Company for supply of motive power, equipment and operation of the railway.

August 8, 1891. Entire shares of the capital stock of Central Electric Street Railway Company was purchased by the Beaver Valley Traction Company.

CENTRAL TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George I. Whitney,	Pittsburg.
Vice President,	T. A. Gillespie,	do.
Secretary,	John F. Miller,	do.
Treasurer,	George F. Wright,	do.
General Superintendent,	W. C. Smith,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George I. Whitney,	Pittsburg.	C. H. McKee,	Pittsburg.
T. A. Gillespie,	do.	Calvin Wells,	Allegheny City.
J. R. McGinley,	do.	E. M. Byers,	Allegheny City.
T. B. Atterbury,	do.		

Date of annual meeting for election of directors: Second Tuesday of February.

By whom is the road operated? The Central Traction Company.

General offices of the company at Pittsburg.

For information relating to this report, address John F. Miller, secretary, Thirty-third street and Herron avenue, Pittsburg.

What kind of power is used for propelling the cars on your road? Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 21, 1888, to operate by cables, electrical or other means, a passenger railway, over the route of the Central Passenger railway and branches. Construction commenced about January 1, 1889. Cables started on Wylie avenue line about March 1, 1890. Central avenue line operated with horses until March 31, 1892 on which date horse cars were superseded by electric cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at car barn corner Herron avenue and Thirty-third street; thence by Herron avenue to Wylie avenue, to Sixth avenue, to Wood street, to Fourth avenue, to Grant street, to Webster avenue, to High street, to Wylie avenue, to Herron avenue, to car barn corner Thirty-third street. Connecting with Pittsburg Traction Company, Duquesne Traction Company, Pleasant Valley Railway Company, Pittsburg and Birmingham Traction Company, Allegheny Traction Company, Second Avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 100 sold for	4 75

SUMMARY OF PAYMENTS.

For construction, For equipment,	$60,047 39
For maintaining the road or real estate of the corporation, and operating the road,	114,760 39
For dividends: Stock dividends, $75,000.00.	
For payments to loan account, reduction floating debt,	23,655 79
For miscellaneous,	28,943 18
Total,	$227,406 75

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$1,215,251 36	Capital stock paid in,	$896,067 50
Real estate,	89,321 30	Bonds payable,	375,000 00
Cash,	2,968 83	Unfunded debt,	30,086 77
Accounts receivable,	2,650 02	Losses and gain,	9,037 24
Total,	$1,310,191 51	Total,	$1,310,191 51

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: February 1, 1892, $2.50 per share, $75,000.00.

Paid in dividends, stock,	$75,000 00

IMPORTANT CHANGES DURING THE YEAR.

The Center Avenue line, formerly operated by horses, has been reconstructed and equipped as an overhead electric system. Work commenced about February 1, 1892, and completed March 31, 1892.

CHELTEN AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. C. Golden,	Philadelphia.
Secretary, Treasurer,	Hyland C. Murphey,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William H. Shelmerdine,	Philadelphia.	J. Levering Jones,	Philadelphia.
R. N. Carson,	do.	Samuel Moore, Jr.,	do.
E. J. Moore,	do.		

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address H. C. Murphy, treasurer, Eighth and Dauphin streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 20, 1889. Double tracks have been laid and the road constructed on Rittenhouse street from Wissahickon avenue to Pulaski avenue, and on Pulaski avenue to Chelten avenue, and on Chelten avenue to Chew street, and the tracks are being extended on Chelten avenue from Chew street to Stenton avenue, but the road has not been operated by the compeny.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Double track on Rittenhouse street from Wissahickon avenue to Pulaski avenue, on Pulaski avenue to Chelten avenue, on Chelten avenue to Chew street, and the road is being extended on Chelten avenue from Chew street to Stenton avenue, but not completed.

CHESTER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Samuel A. Dyer,	Chester, Pa.
Vice President,	Richard Peters, Jr.,	Thurlow, Pa.
Secretary,	J. G. Dyer,	Chester, Pa.
Treasurer,	S. H. Leeds,	Chester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George B. Lindsay,	Chester, Pa.	Robert Wetherill,	Chester, Pa.
William B. Broomall,	Chester, Pa.	Richard Peters, Jr.,	Thurlow, Pa.
J. Frank Black,	Chester, Pa.	Samuel A. Dyer,	Chester, Pa.
Richard Wetherill,	Chester, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Union Railway Company, Chester, Pa.

Date of consolidation: January 12, 1892.

General offices of the company at 1300 Edgmont avenue, Chester, Pa.

For information relating to this report, address Samuel A. Dyer, president, Chester, Pa.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, July 13, 1882, for the Chester Street Railway Company, Chester, Pa. Capital stock $50,000.00, 1,000 shares full paid, $50.00 each.

Road built and opened for travel about February 1, 1883. During 1883, capital stock increased to $80,000.00, full paid. Branch to Upland built and opened for travel during summer of 1883.

February 18, 1887, capital stock increased to $100,000.00, full paid. Providence avenue and Twenty-fourth street branch opened for travel May 7, 1887. The roadway is of best construction. Substantial brick buildings for car-house, stables and offices. Built and maintained on cash basis. No indebtedness. Act of May 14, 1889, accepted by the company and letters patent issued by the Governor, May 21, 1889.

In November, 1890, capital stock increased to $150,000.00, full paid.

January 12, 1891, the Chester Street Railway Company, leased its roadway, buildings, real estate with all rolling stock, horses, mules and personal property to the Union Railway Company of Chester, Pa., for a term of ninety-nine years. The Union Railway Company by the said lease assuming all responsibility for repairs, maintenance, extension, taxation and running expenses during the continuance of the lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$21,560 91	Capital stock,	$150,000 00
Roadway,	86,656 46		
Equipment,	41,782 63		
Total,	$150,000 00	Total,	$150,000 00

CITIZENS' PASSENGER RAILWAY COMPANY OF NORRISTOWN.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Slingluff,	Norristown, Pa.
Vice President,	Wm. H. Bodey,	do.
Secretary,	George R. Kite,	do.
Treasurer,	George Shannon,	do.
General Superintendent,	Chas. Naylor,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Bodey,	Norristown, Pa.	Wm. Stahler,	Norristown, Pa.
Henry C. Crawford,	do.	Alex Hooven,	do.
Joseph Fornance,	do.	John S. West,	do.
Henry C. Wentz,	do.	H. F. Reifsnyder,	do.
David Y. Mowday,	do.	John J. Derr,	do.
Patrick Curren,	do.	Thos. J. Baker,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the Citizens' Passenger Railway Company of Norristown.

General offices of the company at Norristown, Pa.

For information relating to this report, address George Shannon, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of twenty-five sold for,	1 00

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$12,050 57
For interest,	446 42
For municipal taxes,	24 77
For state taxes,	131 33
Total,	$12,653 09

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$7,367 22	Capital stock paid in,	$49,520 00
Construction,	28,063 02	Bills payable,	8,200 00
Equipment,	15,968 27	Sundry receipts for fare etc.,	11,319 45
Profit and loss,	4,803 07		
Sundry expenses,	12,653 09		
Cash,	184 78		
Total,	$69,039 45	Total,	$69,039 45

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Charles E. Ellis,	Philadelphia.
Secretary,	John Q. Adams,	do.
Treasurer,	Adam A. Stull,	do.
General Superintendent,	A. B. Scarborough,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Richard M. Hartley,	Philadelphia.	John McCarthy,	Philadelphia.
John H. Sloan,	do.	George K. McIlwaine,	do.
Thomas S. Manning,	do.		

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? Citizens' Passenger Railway Company, from July 1, 1891, to April 1, 1892; Frankford and Southwark Passenger railway from April 1, to June 30, 1892.

General offices of the company at southwest corner of Eleventh and Colona streets, Philadelphia.

For information relating to this report, address John Q. Adams, secretary.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Citizens' Passenger Railway Company incorporated March 25, 1858; construction of the road from Columbia avenue to Reed street, May, 1858. Extended north to Montgomery avenue in 1863; extended north to Susquehanna avenue in 1877; extended south to Mifflin street in 1873.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From depot at Eleventh and Colona streets; south on Eleventh to Diamond street; east on Diamond to Tenth; down Tenth to Mifflin; west on Mifflin to Twelfth; up Twelfth to Wharton; east on Wharton to Eleventh; north on Eleventh to Colona to depot. Branch road—North on Eleventh from Nevada to Cambria; south on Eleventh to Cumberland; east on Cumberland to Tenth to Diamond.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

SUMMARY OF PAYMENTS.

For construction,	$5,502 50
For equipment	700 00
For maintaining the road or real estate of the corporation, and operating the road,	161,218 59
For dividends,	108,750 00
For new horses,	9,326 00
For miscellaneous,	3,051 69
For payments made to surplus fund,	11,855 52
For municipal taxes,	10,301 00
For state taxes,	6,882 54
Total,	$317,587 84

GENERAL BALANCE SHEET.

DR.		CR.	
Construction equipment and real estate,	$484,452 88	Capital stock,	$192,500 00
Surplus,	32,712 67	Surplus reserve and profit and loss all of which except $32,712.67 has been expended in construction and equipment,	324,665 55
Total,	$517,165 55	Total,	$517,165 55

STOCK AND DIVIDENDS.

Paid in dividends, cash,	$108,750 00
Balance for the year, or surplus,	32,712 67
Surplus at commencement of the year,	20,857 15
Total surplus,	32,712 67
Surplus invested as follows:	
Cash,	$32,712 67

IMPORTANT CHANGES DURING THE YEAR.

April 1, 1892, lease of the road to the Frankford and Southwark Passenger Railway Company for 999 years.

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Joseph S. Brown,	Allegheny,
Secretary,	James J. Donnell,	Allegheny,
Auditor,	C. M. Gormly,	Pittsburg,

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph S. Brown,	Allegheny,	C. L. Magee,	Pittsburg.
Jamas J. Donnell,	Allegheny,	James Verner,	do.
H. S. A. Stewart,	Pittsburg.		

Date of annual meeting for election of directors: Third Monday of November.

By whom is the road operated? Citizens' Traction Company.

With what other companies consolidated: The Citizens' Passenger Railway Company is leased to the Citizens' Traction Company.

Date of consolidation: The above lease went into effect September 1, 1887: runs for ninety-eight years.

General offices of the company at Pittsburg.

For information relating to this report, address Joseph S. Brown, Allegheny, Pa.

What kind of power is used for propelling the cars on your road? Cable power is used for the operation of the greater part of the road; electricity for the balance.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was incorporated under an act, entitled "An act to incorporate the Citizens' Passenger Railway Company," approved March 22, 1859.

The road of this company was operated as a horse car road, until leased by the Citizens' Traction Company, September 1, 1887.

On the 1st of September, 1887, all the property and franchises of the Citizens' Passenger Railway Company passed into the possession and control of the Citizens' Traction Company, and since that date the road has been operated by the latter company, all the stock of the railway company having been purchased by the traction company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections with other roads: Along Cecil alley to Liberty, to Seventh, to Penn, to forks of road, where one branch continues out Penn to East Liberty, and the other branch along Butler street to Sharpsburg, on the north side of the Allegheny river.

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. A. Dunkle.	Steelton, Pa.
Vice President.	W. H. Seibert,	do.
Secretary,	A. W. Dunkle,	do.
Treasurer,	George R. Alleman,	do.
General Superintendent,	F. H. Alleman.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. A. Dunkle.	Steelton, Pa	C. L. Brinzer.	Harrisburg, Pa.
W. H. Seibert,	Steelton, Pa.	M. F. Snavely.	Harrisburg, Pa.
Christian Hess.	Steelton, Pa.	H. G. Eshenaur,	Oberlin, Pa.
B. F. Meyers,	Harrisburg, Pa.	S. S. Page,	Oberlin, Pa.
J. C. Durbin,	Harrisburg, Pa.		

By whom is the road operated? Not yet in operation but to be operated by present company.

General offices of the company at Steelton Pa.

For information relating to this report, address A. W. Dunkle, secretary, Steelton, Pa.

What kind of power is used for propelling the cars on your road? Electricity is to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was organized January 6, 1892, for the purpose of constructing, maintaing and operating an electric passenger railway from Oberlin, Pa., to Harrisburg, Pa., via Steelton, Pa.

J. A. Dunkle was elected president, and J. A. Dunkle, president, W. H. Seibert, Christian Hess, F. H. Alleman, M. F. Snavely, C. L. Brinser, J. C. Durbin, H. G. Eshenaur and S. S. Page were elected a board of nine (9) directors to serve till the next annual election.

The capital stock fixed at $100,000 divided into 2,000 shares of $50 each.

Application was made for a charter which was obtained January 11, 1892.

On March 29, 1892, it was resolved to extend the route over certain additional streets in the borough of Steelton and in Swatara township. This extension was placed on record and an exemplification filed with the Secretary of the Commonwealth on April 21, 1892.

After obtaining the consent of the necessary authorities to occupy the streets named in charter and the extensions, work was commenced in the city of Harrisburg about May 1, 1892, on the construction of the road, and a portion of the track was laid on Front street, Washington street, Meadow lane and Berryhill street.

While this portion of the road was being built the necessary papers had been filed, May 9, 1892, with the Secretary of the Commonwealth for a further extension of the route in the city of Harrisburg and permission had been obtained from the city authorities to occupy certain of the additional streets named in the extension. Work

was then commenced on the corner of North and Seventh streets and the track laid on North street from Seventh street to Fifth or Spruce street, and on Seventh street from North street to a point between Verbeke street and Reily street, making in all about one (1) mile of track laid up to this date.

A change in the board of directors was occasioned by the resignation of Mr. F. H. Alleman, of Steelton, Pa. Mr. B. F. Meyers, of Harrisburg, Pa., was elected to fill the vacancy.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at a point in the square at Oberlin, Swatara township, Dauphin county, Pa., thence on High street to Cumbler street; thence to Water street; thence to Grove street; thence to Chambers street; thence to Second street in the borough of Steelton; thence to Gibson street; thence to Nineteenth or Harrisburg street in Swatara township; on Nineteenth or Harrisburg street from Pine street in the borough of Steelton to Berryhill street in Swatara township; thence to Cameron street in the city of Harrisburg; thence to Paxton street; thence to Front street; on Front street from the southeastern end of same to North street; on Washington street and Meadow lane from Front street to Third street; thence to Walnut street; thence to Fifth street; on Short street from Walnut to South street; thence to Fifth or Spruce street; thence to North street; on North street from Front street to Seventh street; thence to Maclay street; thence to New Fourth street; thence to Reily street; thence to Margaretta street; thence to Verbeke street; thence to Elder street; thence to North street; on Kelker street from New Fourth street to New Fifth street; on New Fifth street from Kelker street to Maclay street; and on Market street from Front street to Third street; and in the borough of Steelton, on Pine street from Second street to Harrisburg street; on Adams street from Second street to Front street; on Front street from Adams street to Trewick street and from Chiques street to Franklin street; on Trewick street from Front street to Main street; on Main street throughout its entire length; on Chiques street from Main street to Front street, and on Franklin street from Front street to Second street, and on Mohn street from Second street to High street in Swatara township.

SUMMARY OF PAYMENTS.

For construction,	$9,386 97
For miscellaneous,	2,187 02
Total,	$11,573 99

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and materials,	$9,386 97	Amount paid in on capital stock,	$11,940 51
Real estate,	5,250 00	Bills payable,	1,000 00
Cash,	366 52	Balance due for materials, real estate, etc.,	4,651 06
Balance due from stockholders on stock called for (20 per cent.),	4,269 49		
Total,	19,272 98	Total,	$17,591 57

CITIZENS' TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President	John G. Holmes	Pittsburg.
Vice President	H. S. A. Stewart	do.
Secretary	C. M. Gormly	do.
Treasurer	N. Holmes	do.
Auditor	C. M. Gormly	do.
General Superintendent	J. E. Rugg	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John G. Holmes	Pittsburg.	C. L. Magee	Pittsburg.
James Verner	do.	H. S. A. Stewart	do.
James J. Donnell	do.	John Gripp	do.
John B. Jackson	do.		

Date of annual meeting for election of directors: November, third Monday.

General offices of the company at Pittsburg, room 6, Jackson building, Penn avenue and Sixth street.

For information relating to this report, address C. M. Gormly, secretary.

What kind of power is used for propelling the cars on your road? Cable and electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 6, 1887. Leased the Citizens' Passenger Railway Company, and Transverse Passenger Railway Company, both horse power roads.

Work was immediately begun to change the East Liberty line and the Butler street line (as far as Cemetery) to cable power. Cars first operated by cable in January, 1889. The line to Sharpsburg (from Butler street and Cemetery) was later changed from horse to electric power. Cars first operated by electricity in December, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Cable: Cecil alley, Liberty avenue, Seventh street, Penn avenue, Butler street; intersects Pittsburg, Allegheny and Manchester, Duquesne and Pleasant Valley, all electric roads. Electric: Butler street, Pittsburg, and Main street, Sharpsburg.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Exchange tickets	08
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

For construction,	$191,077 58
For equipment,	27,007 26
For maintaining the road or real estate of the corporation, and operating the road,	364,234 67
For interest,	58,807 83
For dividends,	165,000 00
For miscellaneous,	6,167 32
For state taxes,	20,449 22
Total,	$832,743 88

GENERAL BALANCE SHEET.

DR.			CR.	
Stocks and bonds,		$2,192,764 93	Capital stock,	$3,000,000 00
Construction,	$1,459,577 33		General mortgage bonds,	1,250,000 00
Machine shop,	8,585 80		Purchase money mortgage,	128,000 00
Electric light plant,	1,657 75		Profit and loss,	166,299 22
Sharpsburg electric branch,	358,929 59		Accounts payable,	15,678 43
Improvements,	27,001 06			
		1,855,751 53		
Equipment,		187,231 14		
Real estate,		313,075 80		
Treasurer and petty cash,		11,154 25		
Total,		$4,559,977 65	Total,	$4,559,977 65

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1891, 3 per cent.; January, 1892, 3 per cent.

Paid in dividends, cash, $165,000 00

IMPORTANT CHANGES DURING THE YEAR.

The motive power on the Sharpsburg branch was changed from horse to electric in December, 1891.

CITY PASSENGER RAILWAY COMPANY OF ALTOONA.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	John P. Levan,	Altoona, Pa.
Secretary, Treasurer,	L. B. Reifsneider,	do.
Superintendent,	W. P. Hewitt,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John P. Levan,	Altoona, Pa.	C. A. Wood,	Altoona, Pa.
David Koch,	do.	Wm. Murray,	Altoona, Pa.
C. B. Dudley,	do.	D. K. Ramey,	Altoona, Pa.
A. J. Anderson,	do.	James Lowther,	Bellwood, Pa.
Andrew Kipple,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? The City Passenger Railway Company of Altoona.

General offices of the company at Altoona, Pa.

For information relating to this report, address L. B. Reifsneider, secretary, box 335, Altoona, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 18, 1882, chartered March 10, 1882, rechartered 1889, under new act of May, 1889.

Original capital stock, $40,000.00; present capital stock, $180,000.00.

Original officers: John P. Dean, president; L. B. Reifsneider, secretary; T. H. Wigton, treasurer; A. J. Reisy, solicitor; J. J. Bush, superintendent.

Original directors: J. P. Dean, D. K. Ramey, Wm. Murray, F. W. Almus, C. Jaggard, H. S. Frank, S. S. Blair, Wm. Liveright and C. F. Berwind.

Original route of the road as follows: Beginning 110 feet on Fourth street; southeast to Eighth avenue; southwest on Eighth avenue to Seventeenth street; northwest on Seventeenth street to Bridge street; northwest on Bridge street to Eleventh avenue; northeast on Eleventh avenue to Eleventh street; northwest on Eleventh street to Chestnut avenue; northeast on Chestnut avenue to car barn, 175 feet east of First street.

The extensions to the road are now beginning at Seventeenth street and Eighth avenue, southeast on Seventeenth street to Seventh avenue; southwest on Seventh avenue to Twenty-fifth; beginning at Fourth street and Eighth avenue, northeast on Fourth street to Sixth avenue; northeast on Sixth avenue to city line, and from car barn northeast 4,500 feet on Chestnut avenue, and from junction Eleventh avenue and Bridge street, west on Eleventh avenue to Eighteenth street; southeast on Eighteenth to Union avenue, and to Broad and Twenty-fifth streets.

The capital stock increased from $103,000.00 to $180,000.00, to change from animal to electric traction. First cars run on the road July 4, 1891. About six miles of road in operation. Power house is located Margaret avenue and Nineteenth street. Three Thomson-Houston 80 horse-power generators, three M. A. Green engines and three 100 horse-power boilers furnish the power.

CHARACTERISTICS OF ROAD

Route of road, streets occupied, and connections: Forty-five hundred feet east of First street in Logan township, west on Chestnut avenue to Eleventh street; southeast on Eleventh street to Eleventh avenue; southwest on Eleventh avenue to Bridge street; southeast on Bridge street to Seventeenth street; southeast on Seventeenth street to Eighth avenue; northeast on Eighth avenue to Fourth street; southeast on Fourth street to Sixth avenue; northeast on Sixth avenue to city line. One branch at Eleventh avenue and Bridge street, southwest on Eleventh avenue to Eighteenth street; southeast on Eighteenth to Union avenue; southwest on Union to Broad street; west on Broad to Twenty-seventh street. One branch beginning at Seventeenth street and Eighth avenue, southeast on Seventeenth street to Seventh avenue, and southwest on Seventh avenue to Twenty-fifth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in books of 100,	4 50
Tickets in packages of twenty-two sold for	1 00
Tickets in books of 100 by special contract with Pennsylvania Railroad Company,	4 00

SUMMARY OF PAYMENTS.

For construction,	$35,661 48
For equipment,	61,693 94
For maintaining the road or real estate of the corporation, and operating the road,	35,326 10
For interest,	300 00
For miscellaneous,	644 66
For municipal taxes,	29 42
For state taxes,	604 05
Total,	$134,259 65

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$100,747 63	Capital stock,	$180,000 00
Equipment,	127,548 06	Bonds,	42,500 00
Supplies,	3,000 00	Indebtedness,	5,795 69
Coal and salt,	300 00	Liabilities, current expense,	500 00
Summer car,	275 00	Balance,	9,609 26
Due from sale of tickets,	50 00		
Cash on hand,	6,484 26		
Total,	$238,404 95	Total,	$238,404 95

STOCK AND DIVIDENDS.

Paid to sinking fund,	$1,183 73

IMPORTANT CHANGES DURING THE YEAR.

Broad street extension put into temporary use. Road operated to Juniata, 4,500 feet. The motive power changed from animal to electric traction. The entire old construction torn out except on Seventh avenue and relayed with 48½ lb. girder rail.

COALVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary, Treasurer,	John Graham,	Carlisle, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	W. G. Eno,	Plymouth, Pa.
B. F. Meyers,	Harrisburg, Pa.	John Graham,	Carlisle, Pa.
John W. Hollenback,	Wilkesbarre, Pa.		

By whom is the road operated? Wilkes-Barre and Wyoming Valley Traction Company.

With what other companies consolidated? Leased to the Wilkes-Barre and Wyoming Valley Traction Company.

Date of consolidation: Leased May 1, 1892.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: May 29, 1869.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning near depot of Lehigh Valley and Susquehanna Railroad at Ashley; thence through the borough of Ashley, and through the village of Newtown to the city of Wilkes-Barre; thence along Hazel avenue to Washington street; thence along Washington street to east Market street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$2,032 47
For interest,	720 00
For municipal taxes,	826 20
Total,	$3,578 67

GENERAL BALANCE SHEET.

DR.			DR.	
Construction,	$43,353 28		Capital stock,	$61,575 00
Equipment,	8,568 25		Balance due on mortgage,	12,000 00
		$51,921 53	Profit and loss,	8,896 34
Real estate, (cost of),		27,049 81		
Cash in bank		3,500 00		
Total,		$82,471 34	Total,	$82,471 34

IMPORTANT CHANGES DURING THE YEAR.

This road was leased to the Wilkes-Barre and Wyoming Valley Traction Company May 1, 1892.

CONTINENTAL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Wm. L. Elkins	Philadelphia.
Secretary	Jno. B. Peddle	do.
Treasurer		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. A. B. Widener	Philadelphia.	Wm. J. Elliott	Philadelphia.
Clay Kemble	do.	Geo. D. Widener	do.
Geo. W. Elkins	do.		

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Philadelphia Traction Company.
With what other companies consolidated? Union Passenger Railway Company.
Date of consolidation: January 1, 1880.
General offices of the company at No. 423 Walnut street, Philadelphia.
For information relating to this report, address Jno. B. Peddle, treasurer.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Continental Passenger Railway Company, act of incorporation dated September 8, 1873.

This company was leased to the Union Passenger Railway Company, January 1, 1880, for a period of ninety-nine years.

This road is now operated by the Philadelphia Traction Company, under a lease of the Union Passenger Railway Company.

This company leased the Seventeenth and Nineteenth Street Passenger Railway Company, for a period of ninety-nine years, from July 1, 1879.

This road is also operated by the Philadelphia Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Eighteenth and Twentieth Streets Branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to the depot.

York and Dauphin streets Branch.—Depot, Twentieth and Montgomery avenue. On Twentieth to York, to Twenty-seventh, to Dauphin, to Thirty-third, return on Dauphin to Twenty-seventh, to York, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth to place of starting.

SUMMARY OF PAYMENTS.

For dividends, ... $120,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$113,837 89	Capital stock,	$580,000 00
Equipment,	103,644 89	Funded debt,	350,000 00
Construction,	160,008 76	Union Passenger Railway Company,	11,750 26
Stock,	600,000 00	Profit and loss,	35,741 28
Total,	$977,491 54	Total,	$977,491 54

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Twelve per cent. on par value.

Paid in dividends, cash, ... $120,000 00

CONNELLSVILLE, NEW HAVEN AND LEISENRING STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John D. Frisbee,	Connellsville, Pa.
Secretary,	John K. Ewing, Jr.,	Uniontown, Pa.
Treasurer,	Eugene T. Norton,	Connellsville, Pa.
General Superintendent,	A. T. Kendall,	New Haven, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Hon. John K. Ewing,	Uniontown, Pa.	John K. Ewing, Jr.,	Uniontown, Pa.
Hon. Nathaniel Ewing,	do.	Joseph Soisson,	Connellsville, Pa.
A. D. Boyd,	do.	John D. Frisbee,	Connellsville, Pa.

Date of annual meeting for election of directors: Second Monday in January each year.

By whom is the road operated? Themselves.

General offices of the company at Connellsville, Fayette county, Pa.

For information relating to this report, address John K. Ewing, Jr., secretary Uniontown, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The franchises for the Connellsville, New Haven and Leisenring Street Railway Company were obtained from the borough authorities of the borough of New Haven, Fayette county, Pa., and the road commissioners of Dunbar township, Fayette county, Pa., in the winter of 1890 and 1891. On the second day of May, 1891, the organization of the company was perfected and application made to the state authorities for a charter, which was granted on the ninth day of May, 1891, and shortly thereafter the construction of the road was commenced, and in the last week of October, 1891, completed to Leisenring No. 1, and said portion put in operation. The completion of the road to Graham's Cross Roads was not until the spring of 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The road begins at the extreme eastern end of Main street or Ashman avenue, in the borough of New Haven, Pa., and runs westwardly along said street to Eighth street; thence southwardly along said Eighth street for about two hundred and fifty feet; thence westwardly along through property owned by the company for several hundred feet, and again enters Main street or Ashman avenue, herein above named, and continues on said street to the borough line, and then along the Mud pike in Dunbar township, which is a continuation of Main street or Ashman avenue, to a point on said Mud pike known as Graham's Cross Roads, a distance of about four and one-half miles in all.

No connections with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For construction, including real estate,	$69,035 73
For equipment,	17,078 68
For maintaining the road or real estate of the corporation, and operating the road,	6,836 20
For interest,	799 14
For payments to loan account,	19,170 28
For miscellaneous,	760 29
For state taxes,	19 77
Total,	$113,700 09

GENERAL BALANCE SHEET.

DR.			CR.		
Construction account,		$67,262 78	Capital stock paid in,		$70,000 00
Equipment:			Funded five per cent. loan,		13,000 00
Electrical equipment account,	$8,240 75		Bills payable,	$10,606 13	
Car equipment account (exchange of motors),	4,103 40		Accounts payable,	611 90	
Steam plant account,	9,505 68				11,218 03
		21,849 83	Profit and loss account,		2,480 54
Real estate account,		5,210 68			
Office fixtures account,		50 00			
Tools account,		391 85			
Repair material, as per inventory,	$250 28				
Operating supplies, as per inventory,	150 46				
		400 74			
Cash on hand,		988 87			
Wreck account,		543 82			
Total,		$96,698 57	Total,		$96,698 57

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$2,480 54
Total surplus,	$2,480 54
Surplus invested as follows:	
Cash and loans,	988 87
Material, fuel and stores,	400 74
Other items,	1,090 93

IMPORTANT CHANGES DURING THE YEAR.

There have been no important changes during the past year.

DUBOIS TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	M. D. Wayman,	Ford City, Pa.
Vice President,	A. C. Bailey,	Ford City, Pa.
Secretary,	C. E. Bostwick,	Dubois, Pa.
Treasurer,	G. E. Grier,	Dubois, Pa.
General Manager and Superintendent,	C. E. Bostwick,	Dubois, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. E. Lane,	Parnassus, Pa.	J. M. Morrison,	Pittsburg.
C. J. Jessop,	Kittanning, Pa.	J. W. Grier,	Dubois, Pa.
J. D. Bailey,	Ford City, Pa.	C. E. Bostwick,	Dubois, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the above-named company.

General offices of the company at Dubois, Pa.

For information relating to this report, address Charles E. Bostwick, secretary, Dubois, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 18, 1890.

Construction was completed and our road went into operation October 17, 1891, since which time we have been doing a very satisfactory business, and we contemplate some early extensions. We have been exceedingly fortunate in having had no serious accidents or injury to property of the company. A rapidly growing city and increasing business gives us agreeable anticipation for the future.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing on Main street, at Rumbarger cemetery; thence along Main street to Booth street; thence along Booth street to Long street; thence along Long street to Courtney street; thence along Courtney street to the Plank road; thence along Plank road to Railroad street; thence along Railroad street to the Dubois House. Addition to the original charter.—From Railroad street to Fifth avenue; thence along Fifth avenue to Dubois avenue; thence along Dubois avenue to the township line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$28,701 16
For equipment,	16,745 10
For maintaining the road or real estate of the corporation, and operating the road,	8,413 72
Total,	$53,859 98

GENERAL BALANCE SHEET.

DR.		CR.	
Contruction and equipment,	$45,446 26	Capital stock,	$85,000 00
Cash,	300 17	Bills payable,	15,749 87
Real estate,	2,000 00		
Expenses of roadbed,	100 00		
Resources, unsold stock,	47,425 00		
Inventory of material on hand,	1,200 00		
Bills receivable,	3,200 00		
Profit and loss,	1,078 44		
Total,	$100,749 87	Total,	$100,749 87

DUQUESNE TRACTION COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	C. L. Magee,	Pittsburg.
Vice President,	James A. McDevitt,	Lancaster, Pa.
Secretary,		
Treasurer,	John F. Steel,	Pittsburg, Pa.
General Superintendent,	Geo. L. McFarlane, for six months ending December 31, 1891, after that time under Pittsburg Traction management,	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. L. Magee,	Pittsburg.	James A. McDevitt,	Lancaster, Pa.
George Rice,	do.	C. H. McKee,	Pittsburg.
Joshua Rhodes,	do.		

By whom is the road operated? Itself to December 31, 1891, after that date by the Pittsburg Traction Company.

General offices of the company at Pittsburg, Times building.

For information relating to this report, address James A. McDevitt, secretary, Pittsburg, Times building.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25, 1890, under act of March 22, 1887. Consent of councils of city of Pittsburg granted on February 28, 1890, to enter upon streets occupied by street railways which should be operated by or supplied with motive power by the Duquesne Traction Company.

The construction of the company's power plant, shops, overhead lines and appliances was proceeded with, and so far completed, that in the latter part of February, 1891, a considerable part of its overhead lines were constructed and its power plant set it operation for the purpose of testing the same.

The main portion of the power house was then destroyed by fire and the electric apparatus so injured that they were unfit for use. The reconstruction of the power house was at once proceeded with, the power plant rebuilt and the company began operation on part of its lines on May 21, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The company at the western end of its route in the business portion of the city of Pittsburg, uses a loop. Beginning at the intersection of Diamond street and Ross street; thence along Diamond, Grand, Sixth avenue, Wood street, Fourth avenue and Ross street, back to interseetion of Ross and Diamond streets; then by double line, eastwardly along Forbes street to Craig, and thence by double lines along Craig, Bayard, Neville streets, Center avenue, Negley avenue, Bryant street, Highland avenue, Kirkwood street, across private property to eastern end of Ellsworth avenue, along Ellsworth avenue to western end thereof, and across private property to Craig street at the company's car house; also a loop extending from a point where double tracks turn off in Kirkwood street; along Kirkwood, Union, Broad streets; along Frankstown avenue on tracks of the Citizens' Street Railway Company, to Lincoln avenue, and along Lincoln avenue, Shetland street, Larimer avenue, Station street, Collins avenue, and back along Kirkwood street to place of beginning. Also a branch beginning on Penn avenue near Pennsylvania railroad bridge; thence by double tracks out Penn avenue about two and one-half miles to a point in Wilkinsburg, near Pennsylvania railroad crossing.

RATE OF FARE FOR PASSENGERS.

Single fare (to Wilkinsburg 7 cents),	5 and 7 cts.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$257,878 32
Interest,	51,450 00
Total,	$309,328 32

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, roadway and overhead line,	$1,189,576 10	Capital stock,	$3,000,000 00
Real estate and buildings,	307,369 81	Funded debt, five per cent. bonds,	1,500,000 00
Railway stocks and franchises,	2,461,708 95	Unfunded debt,	62,874 74
Equipment account,	454,352 17	Accounts payable,	11,555 00
Machinery account,	87,513 92		
Cash and accounts receivable,	28,116 76		
Profit and loss,	45,792 03		
Total,	$4,574,429 74	Total,	$4,574,429 74

IMPORTANT CHANGES DURING THE YEAR.

Contract entered into with the Pittsburg Traction Company on December 17, 1891, for joint operation of roads from and after January 1, 1892.

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	John Q. Denney,	Harrisburg, Pa.
Vice President,	J. G. Greenawalt,	do.
Secretary, Treasurer,	William J. Calder,	do.
Auditors,	D. Fleming,	do.
	Charles L. Bailey,	
	James M. Cameron,	
Superintendent,	F. B. Musser,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John Q. Denney,	Harrisburg, Pa.	George Pancake,	Harrisburg, Pa.
J. G. Greenawalt,	Harrisburg, Pa.	John Hoffer,	Harrisburg, Pa.
D. Fleming,	Harrisburg, Pa.	E. C. Felton,	Steelton, Pa.
Charles L. Bailey,	Harrisburg, Pa.	George B. Stewart,	Shippensburg, Pa.
James M. Cameron,	Harrisburg, Pa.		

With what other companies consolidated? Harrisburg City Passenger Railway Company was leased to this company about April 18, 1891.

Date of consolidation: May 1, 1891.

General offices of the company at 8 South Market square, Harrisburg, Pa.

For information relating to this report, address William J. Calder.

What kind of power is used for propelling the cars of your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Our original charter was granted in June, 1886, but the law of 1878 having been declared unconstitutional, our company applied for a charter under the law of 1889, which was passed to overcome the trouble of special legislation. The new charter was granted to us in 1889. May 1, 1889, our company took possession of the Harrisburg City Passenger Railway Company under a lease of ninety-nine years effected with that company, and for a year have been operating the above mentioned road with considerable success. The rapid improvement in all electrical machinery has enabled us to equip our road in a creditable manner, and has enabled us to give to our patrons a service that is as nearly perfect as the times will permit of. Having been one of the pioneer companies of the state in electrical matters, we have gained our experience through much difficulty and expense, but the end we have accomplished has fully justified our efforts.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Allison Hill—On Market to Thirteenth, to Derry, to Twenty-first.

Steelton Division—South Second to Vine, to Race, to Ninth, Hemlock, to Eleventh, to city limits.

North Second Street Line—To Reily.

North Third Street Line—On Second to Walnut, to Third, to Delaware avenue.

Fourth and Sixth Street Line—On Fourth and Sixth to Maclay street, to city limit.

Market street, from Pennsylvania railroad to Market square.

The above is the East Harrisburg Passenger Railway Company's and its leased lines.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 20 sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$146,398 61
For equipment,	124,817 53
For maintaining the road or real estate of the corporation, and operating the road,	96,572 61
For interest,	5,397 07
For dividends,	21,240 72
For miscellaneous,	3,707 66
For municipal taxes,	1,215 86
For state taxes,	2,380 54
Total,	$401,730 60

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$23,976 59	Capital stock,	$149,987 50
Office furniture,	863 30	Bills payable,	298,668 84
Real estate,	24,595 20	Contingent fund,	4,887 33
Construction, Hill,	11,657 76		
Construction, Steelton,	34,380 37		
Extension, Hill and Steelton,	5,578 33		
Replace of building,	2,478 31		
Replace of track,	2,343 71		
Betterment of track,	3,864 58		
Sweeper,	3,732 74		
Engine room,	5,535 40		
Line, leased line,	24,869 98		
Building, leased line,	9,053 57		
Track, leased line,	106,316 20		
Equipment, leased line,	112,592 08		
Equipment, East Harrisburg line,	59,649 41		
Supplies,	146 21		
Coal,	208 40		
Right of way,	10,000 00		
Interest and discount,	5,837 74		
New feed line,	4,840 74		
Second track,	61 63		
Middletown, Highspire and Steelton,	360 84		
Bills receivable,	540 35		
Oil house,	60 23		
Total,	$453,543 67	Total,	$453,543 67

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Five per cent. on July 1 and January 1 on East Harrisburg Passenger Railway Company; six per cent. on July 1 and January 1, on Harrisburg City Passenger Railway Company.

Paid in dividends, cash (includes first six months of 1891),	$21,240 72
Surplus at commencement of the year,	10,171 94

The above, "balance for the year or surplus." This amount has been charged to our different accounts, as depreciation, on equipment, etc.

EAST READING RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	A. J. Brumbach,	Reading, Pa.
Vice President,	J. G. Leinback,	do.
Secretary,	Mahlon Shaaber,	do.
Treasurer,	Isaac W. Levan,	do.
General Manager, General Superintendent,	Mahlon Shaaber,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. G. Leinbach,	Reading, Pa.	Wm. R. McIlvain,	Reading, Pa.
Jno. H. Printz,	Reading, Pa.	A. H. Fegely,	Reading, Pa.
J. A. Strohecker,	Reading, Pa.	Frank P. Esterly,	Black Bear Inn, Exeter, twp.
Geo. W. Bard,	Reading, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? East Reading Railway Company.

General offices of the company at Reading, Pa.

For information relating to this report, address Mahlon Shaaber, care of East Reading Railway Company, Reading, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Commenced operation November 27, 1888.

CHARTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Ninth and Penn street to Chestnut street, thence to Tenth street, to Muhlenberg, to Fourteenth street, to Fairview avenue, to Woodvale and Black Bear Inn (Exeter township), with branch road leading from Woodvale to Stony Creek (Alsace township).

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in book form of 15 rides sold for	50

SUMMARY OF PAYMENTS.

For construction,	$2,265 90
For equipment,	2,304 93
For maintaining the road or real estate of the corporation, and operating the road,	10,849 82
For interest,	61 21
For dividends,	4,160 00
For municipal taxes,	50 00
For state tax.	369 10
Total,	$20,060 96

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$53,526 16	Capital stock,	$100,000 00
Equipment,	47,668 65	Passenger receipts (six months),	8,157 82
Operating,	5,983 74	Loss and gain,	2,974 47
Cash,	732 88	Bills payable,	3,200 00
Expenses,	2,149 73	Miscellaneous receipts,	28 87
Real estate,	4,300 00		
Total,	$114,361 16	Total,	$114,361 16

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original: July 14, 1891, two per cent. on $100,000.00; January 15, 1892, two per cent. on $100,000.00.

Paid in dividends, cash,	$4,160 00
Balance for the year, or surplus,	732 88
Surplus at commencement of the year,	2,727 41

EASTON, SOUTH EASTON AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Warren A. Wilbur,	S. Bethlehem, Pa.
Secretary, Treasurer,	H. W. Cooley,	Easton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. D. Chidsey,	Easton, Pa.	J. D. Broadhead,	Bethlehem, Pa.
H. A. Sage,	do.	H. Rinek,	Easton, Pa.
John T. Knight,	do.	H. Sage, Jr.,	Easton, Pa.
J. S. Rodenbough,	do.		

By whom is the road operated: Easton, South Easton and West End Railway Company.

General offices of the company at Easton, Pa.

For information relating to this report, address A. D. Chidsey, secretary, Easton, Penna.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies—The Easton and South Easton Passenger Railway Company. Date Easton and South Easton charter, March 27, 1866. The West Ward Passenger Railroad Company, date of charter, May 5, 1871. The Easton and South Easton Passenger Railway Company reorganized May 4, 1886, under the same name. West Ward Passenger Railroad Company reorganized September 2, 1884, under name of the West End Passenger Railroad Company.

These two companies merged and consolidated June 1, 1886, under the present name, viz., The Easton, South Easton and West End Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$397 06
For equipment,	910 25
For maintaining the road or real estate of the corporation, and operating the road,	17,305 33
For interest,	255 25
For payments to loan account,	540 00
For municipal taxes,	1 00
For state taxes,	52 20
Total,	$19,461 09

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$153,992 67	Loans,	$5,025 62
Cash,	31 41	Bills payable,	4,249 20
		Capital stock,	120,000 00
		Profit and loss,	13,589 95
		Pennsylvania Motor Co. lease,	11,159 31
Total,	$154,024 08	Total,	$154,024 08

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James McManes,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas Dolan,	Philadelphia.	George W. Elkins,	Philadelahia.
Wm. L. Elkins,	do.	George D. Widener,	do.
Peter A. B. Widener,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General office of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of orginal charter, February 10, 1869. Leased to Citizens' and Seventeenth and Nineteenth Streets Passenger Railway Companies, jointly, December 26, 1873. Interest of Seventeenth and Nineteenth Streets Passenger Railway Company transferred to Continental Passenger Railway Company. Interest of Continental Passenger Railway Company transferred to Union Passenger Railway Company. Interest of Citizens' Passenger Railway Company transferred to Union Passenger Railway Company. Interest of Union Passenger Railway Company transferred to Philadelphia Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Depot, Twelfth and Susquehanna avenue; on Twelfth street to Snyder avenue, to Sixteenth street, to Susquehanna avenue to depot.

SUMMARY OF PAYMENTS.

For construction,	$6,824 80
For transportation, expenses as per contract,	258,103 80
For interest,	15,135 42
For miscellaneous,	100 00
For municipal taxes,	3,779 93
For state taxes,	5,011 30
Total,	$288,955 25

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$129,525 88	Profit and loss,	$215,106 91
Construction,	39,536 58		
Real estate,	46,044 45		
Total,	$215,106 91	Total,	$215,106 9

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. W. Reed,	Erie, Pa.
Secretary,	J. S. Sternberg,	do.
Treasurer,	William Spencer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. H. Caughey,	Erie, Pa.	Geo. P. Griffith,	Erie, Pa.
Louis Streuber,	do.	E. W. Reed,	do.
S. M. Kellogg,	do.	Chas. Fallis,	do.
S. A. Davenport,	do.		

Date of annual meeting for election of directors: First Monday in May.
By whom is the road operated? Erie Electric Motor Company, under lease.
General offices of the company at Erie, Pa.
For information relating to this report, address J. S. Sternberg, secretary, Erie, Pa.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, March 1, 1867.

CHARACTERISTICS OF ROAD.

For full details of this road reference is respectfully made to the report of the Erie Electric Motor Company, by whom this road is operated under lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$125,000 00	Capital stock,	$100,000 00
		Funded debt,	25,000 00
Total,	$125,000 00	Total,	$125,000 00

ERIE ELECTRIC MOTOR COMPANY, LESSEE OF THE ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. S. Casement,	Painesville, O.
Vice President,	John C. Brady,	Erie, Pa.
Secretary,	J. L. Sternberg,	Erie, Pa.
Treasurer,		
General Manager,	Jacob F. Pfetch,	Erie, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. S. Casement,	Painesville, O.	William W. Reed,	Erie, Pa.
John C. Brady,	Erie, Pa.	J. L. Sternberg,	do.
S. T. Everett,	Cleveland, O.		

Date of annual meeting for election of directors: Third Tuesday in January.
By whom is the road operated? Erie Electric Motor Company.
General offices of the company at Erie, Pa.
For information relating to this report, address J. L. Sternberg, secretary and treasurer, Erie, Pa.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October 8, 1888.

During the year 1888, the Erie Electric Motor Company secured a controlling interest in the Erie City Passenger Railway Company, and leased its lines, franchises, rights, etc., for a period of 999 years.

The Sprague-Edison system of electrical propulsion has been substituted for horse power over the entire system.

The entire plant has been reconstructed in a substantial manner, and all equipment replaced with the latest and best.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main Line—Beginning at public dock, south through State street to Eighteenth street; thence west on Eighteenth to Peach street, south on Peach street to Twenty-sixth street, west on Twenty-sixth to Liberty street; also, westwardly on Twelfth street to Peach street, south on Peach to Eighteenth.

Fourth Street Branch—Westwardly from State street, through Fourth street to Cascade street.

Sixth Street Branch—Eastwardly from State street, through Sixth street to East avenue.

Eighth Street Branch—Westwardly from State street, through Eighth street to Cranberry street; thence westwardly along the Lake road in Mill Creek township to Trinity Cemetery; thence north to Massasauqua Point, head of Bay.

Eleventh Street Branch—Eastwardly from State street, through Eleventh street to Perry street.

Twelfth Street Branch—Westwardly from State street, through Twelfth street to Cranberry street.

East Eighteenth Street—Eastwardly from State street, through Eighteenth street to East avenue.

West Eighteenth Street—Westerly from State street, through Eighteenth street to Cascade street.

French Street Branch—South from Eighteenth street, through French street to Twenty-sixth street; thence eastwardly through Twenty-sixth street to Ash Lane; thence north to Twenty-fifth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
Tickets in packages of twelve sold for	50

SUMMARY OF PAYMENTS.

For construction,	$118,113 91
For equipment,	37,275 99
For maintaining the road or real estate of the corporation, and operating the road,	95,004 78
For interest,	19,801 63
For municipal taxes,	806 70
For state taxes,	1,601 99
Total,	$272,605 00

GENERAL BALANCE SHEET.

DR.		CR.		
Construction,	$493,618 78	Capital stock,		$700,000 00
Equipment,	269,194 40	Funded debt:		
Real estate,	51,306 55	First mortgage bonds,	$200,000 00	
Other stock investments,	300,000 00	Second mortgage bonds,	115,000 00	
Furniture, office,	550 50			315,000 00
Ledger balances,	245 00	Bills payable,		62,671 23
Cash on hand,	3,134 70	Profit and loss (surplus),		40,378 70
Total,	$1,118,049 93	Total,		$1,118,049 93

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	$21,977 16
Surplus at commencement of the year,	18,401 54
Total surplus,	$40,378 70
Surplus invested as follows:	
Cash and loans,	$3,134 70
Balance of account, assets not designated,	37,244 00

IMPORTANT CHANGES DURING THE YEAR.

West Fourth street branch has been relaid from Sassafras street to Walnut street. The street paved with asphaltum and our tracks relaid on contrete and gravel and paved with medina blocks.

East Sixth street branch has been extended from Perry street to East avenue.

West Twelfth street branch built from State street to Cranberry street, and also from Twelfth street south on Peach street to Eighteenth street, with siding at Union depot.

French street line built from Eighteenth street, south on French street to Twenty-sixth street, east on Twenty-sixth street to Ash lane, and north on Ash lane to Twenty-fifth street.

West Twenty-sixth street line (included in description of main line), west from Peach street, on Twenty-sixth street to Liberty street.

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.*

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. F. Henry,	Allegheny, Pa.
Secretary,	Wm. H. Graham,	do.
Treasurer,	R. F. Ramsey,	do.
General Manager of Electric Service,	Wm. McC. Ramsey,	do.
General Superintendent,	W. C. Kelly,	do.
Assistant Superintendent,	W. H. Foster,	do.

* The accounts, receipts and expenditures of the Perry Street, Troy Hill, Allegheny Street, and Allegheny and Bellevue Passenger Railway Companies for the entire year are included in this report, these roads being the extensions of the different divisions of the Federal Street and Pleasant Valley system.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Andrews,	Allegheny, Pa.	Wm. Roseburg,	Allegheny, Pa.
R. H. King,	do.	O. P. Scaife,	do.
Wm. A. Stone,	do.	Samuel C. Grier,	do.
Wm. H. Graham,	do.	William T. Lindsey,	do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? Federal Street and Pleasant Valley Passenger Railway Company.

With what other companies consolidated? People's Park, Observatory Hill, Perry Street, Troy Hill, Allegheny Street, and Allegheny and Bellevue Passenger Railway Companies.

Date of consolidation: People's Park and Observatory Hill Passenger Railway Companies, July 12, 1889; other named companies, April 19, 1892.

General offices of the company at 42 Sixth avenue, Pittsburg.

For information relating to this report, address R. F. Ramsey, treasurer, 42 Sixth avenue, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Federal Street and Pleasant Valley Passenger Railway Company, chartered March, 1868, completed about October 15, 1868.

People's Park Passenger Railway Company, chartered December 9, 1881, completed July 5, 1882.

Observatory Hill Passenger Railway Company, chartered June 7, 1886, completed January 1, 1887.

Perry Street and Troy Hill Passenger Railway Companies, chartered 189–, completed May 30, 1891.

Allegheny Street Passenger Railway Company, chartered 189–, not yet completed,

Allegheny and Bellevue Passenger Railway Company, chartered 189–, not yet completed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Irwin Avenue division (main line)—From car-house, Charles street, Allegheny, to Taggart, to Brighton, to West End avenue, to Fremont, to Jackson, to Monterey, to North avenue, to Federal, to Ohio, to Sandusky, to Lacock, to Anderson, to Ninth street bridge; across bridge to Duquesne way, to Seventh, to Liberty, to Sixth avenue, to Central station.

California avenue division—From station on California avenue near city line, to Sedgewick street, to Washington avenue, to Fremont street, connect with main line to Central station.

Perrysville Avenue divison—From station on Perrysville avenue near city line, to Federal street, to North avenue, connect with main line, to Central station.

Madison Avenue division—From car-house on East street, to North avenue, to Sandusky, to Ohio, to Union avenue, to Church avenue, to Anderson, to bridge; across bridge to Ninth street, to Liberty, to Seventh avenue, to Smithfield street, to Fifth avenue station.

Mount Troy division—From car-house on Lowrie street, to Gardiner street, to Troy Hill road, to William, to Green, to Second, to East, to North avenue, connect with Madison avenue division, to Fifth Avenue station.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$169,325 90
For equipment,	31,088 03
For maintaining the road or real estate of the corporation, and operating the road,	273,360 08
For interest,	43,033 33
For dividends,	78,000 00
For payments to loan account,	233,000 00
Total,	$827,807 34

GENERAL BALANCE SHEET.

CR.		DR.	
Property account,	$984,000 00	Capital stock,	$1,400,000 00
Construction,	1,034,925 49	Mortgage bonds,	1,211,000 00
Equipment,	506,458 72	Car-house mortgage,	15,000 00
Cash,	136,916 43	Unclaimed dividends,	405 78
Car-house property,	30,000 00	Coupon account,	196 52
Accounts receivable,	13,578 68	Surplus,	79,988 82
Office cash,	711 80		
Total,	$2,706,591 12	Total,	$2,706,591 12

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1891, 3 per cent. on $1,300,000.00; January 15, 1892, 3 per cent. on $1,300,000.00.

Paid in dividends, cash,	$78,000 00
Paid to bond account,	$2,000 00
Balance for the year, or surplus,	1,078 91
Surplus at commencement of the year,	78,909 91
Total,	$79,988 82

Surplus invested as follows:

Cash on loans,	$36,410 14
Balance of accounts due company,	13,578 68
Other items, car-house,	30,000 00

IMPORTANT CHANGES DURING THE YEAR.

On April 19, 1892, the following named passenger railway companies, were consolidated with the Federal Street and Pleasant Valley Passenger Railway Company, by an unanimous vote of the stockholders in each corporation:

Perry Street Passenger Railway Company, Troy Hill Passenger Railway Company, Allegheny Street Passenger Railway Company, Allegheny and Bellevue Passenger Street Railway Company.

FORT PITT INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	William Flinn,	Pittsburg.
Secretary,	S. H. French,	do.
Treasurer,	F. L. Stephenson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William Flinn,	Pittsburg.	F. L. Stephenson,	Pittsburg.
George I. Whitney,	do.	S. H. French,	do.
James J. Booth,	do.		

By whom is the road operated? The Fort Pitt Incline Plane Company.
Date of consolidation: June 6, 1881.
General offices of the company at No. 125 Fourth avenue, Pittsburg.
For information relating to this report, address S. H. French, secretary.
What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: June 6, 1881.

SUMMARY OF PAYMENTS.

For equipment, gas and fuel,	$845 00
For maintaining the road or real estate of the corporation, and operating the road (hands),	4,180 20
For interest,	1,836 05
For dividends,	1,200 00
For miscellaneous expense,	708 15
For municipal taxes,	114 00
For state taxes,	55 35
Total,	$8,938 75

GENERAL BALANCE SHEET.

DR.		CR.	
Cash on hand,	$355 24	Capital stock,	$60,000 00
Real estate,	588 40	Bonds,	30,000 00
Cost of plane,	98,324 68	Profit and loss,	8,368 32
		Bills payable,	900 00
Total,	$99,268 32	Total,	$99,268 32

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: July 1, 1891, 2 per cent.

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Jeremiah J. Sullivan,	Philadelphia.
Vice President,	George S. Gandy,	do.
Secretary,	Thos. S. Harris,	do.
Treasurer,	R. C. Brewster,	do.
General Superintendent,	W. H. Janney,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alfred Smith,	Philadelphia.	David Fleming,	Philadelphia.
John Noblit,	Philadelphia.	Horace Geiger,	Philadelphia.
Edgar Fries,	Philadelphia.	Frank Weekerly,	Philadelphia.
James H. Gay,	Philadelphia.	Moses W. Lipper,	Philadelphia.
Charles S. Lincoln,	Philadelphia.	Thomas McClary,	Wilmington, Del.
John L. Lawson,	Philadelphia.	Charles E. Ellis,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the company.

General offices of the company at 2501 Kensington avenue, Philadelphia.

For information relating to this report, address R. C. Brewster, treasurer, 2501 Kensington avenue, Philadelphia.

What kind of power is used for propelling the cars on your road? Steam and horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under name of the Philadelphia and Delaware River Railroad Company, April 4, 1854.

Title changed by act of assembly, April 9, 1858, to the Frankford and Southwark Philadelphia City Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Same as report of 1887.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

SUMMARY OF PAYMENTS.

For construction,	$10,135 98
For equipment,	4,798 00
For maintaining the road or real estate of the corporation, and operating the road,	396,675 71
For interest,	2,825 43
For dividends,	250,000 00

For horses,	$15,908 50
For payments to loan account,	5,000 00
For municipal taxes,	6,502 41
For state taxes,	30,602 26
Total,	$722,448 29

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$674,494 56	Capital stock,	$1,250,000 00
Equipment,	475,493 41	Bills payable,	33,000 00
Investment account,	252,500 00	Accounts receivable,	4,660 23
Cash,	51,454 13	Profit and loss,	166,281 87
Total,	$1,453,942 10	Total,	$1,453,942 10

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1891, five per cent.; October 1891, five per cent.; January 1892, five per cent.; April 1892, five per cent.

Paid in dividends, cash, $250,000 00

IMPORTANT CHANGES DURING THE YEAR.

On the first of April, 1892, this company leased the Citizens' line (Tenth and Eleventh streets) of Philadelphia, and the accounts of that line for three months, from April 1 to July 1, are embodied in this report.

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Collins W. Wilton,	Philadelphia.
Secretary,	Lewis S. Renshaw,	do.
Treasurer,	Joseph Koch,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia.	William Dulles,	Philadelphia.
Meyer Siedenbach,	do.	Samuel H. Jarden,	do.
Clarence B. Moore,	do.	Martin V. Burton,	do.

Date of annual meeting for election of directors: Second Monday in June.

By whom is the road operated? People's Passenger Railway Company.

General offices of the company at 1001 Chestnut street, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Germantown Passenger railway is leased to the People's Passenger Railway Company of Philadelphia, for nine hundred and ninety-nine years from October 1, 1881, at an annual rental of $135,000. Lessee pays, in addition to rental, all interest on bonds, taxes, running expenses, etc.

A detailed report will be made by the lessee.

GREENSBURG AND HEMPFIELD ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	R. S. Jamison,	Greensburg, Pa.
Secretary,	James E. Keenan,	do.
Treasurer.	William A. Huff,	do.
General Manager.	F. Y. Clopper,	do.
General Superintendent,	R. C. Reamer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
F. Y. Clopper,	Greensburg, Pa.	Geo. F. Huff,	Greensburg. Pa.
R. S. Jamison.	do.	John B. Head,	do.
Thomas Donohoe,	do.		

Date of annual meeting for election of directors: Second Monday of January, every year.

By whom is the road operated? Said above-named company.

With what other companies consolidated? Greensburg and Suburban Street Railway Company, Greensburg Street Railway Company.

Date of consolidation: With Greensburg and Suburban Street Railway Company, June 27, 1890, with Greensburg Street railway, May 13, 1890.

General offices of the company at Greensburg, Pa.

For information relating to this report, address Jas. E. Keenan, secretary.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted to the Greensburg and Hempfield Electric Street Railway Company, September 27, 1889, and said company was organized September 29, 1889, and the books were opened for subscriptions to the capital stock of said company. All the stock was subscribed and paid in instalments as called for by the treasurer. The contract for constructing the road was made May 1, 1890, and was finished and fully equipped and turned over to the company October 20, 1890.

The officers elected at the first meeting were as follows, viz: R. S. Jamison, president; Ed. Donohoe, secretary; W. A. Huff, treasurer. Directors: R. S. Jamison, Thos. Donohoe, Geo. F. Huff, Geo. M. Jones, John B. Head.

The Greensburg and Hempfield Electric Street railway was extended during the summer of 1891, from a point on Huff road to Huff's station, on the Southwest Pennsylvania railroad, a distance of one-tenth mile.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The Greensburg and Hempfield Electric Street Railway Company's line starts at a point near the Greensburg passenger station at the southern right of way of the Pennsylvania Railroad Company on Pennsylvania avenue, running south on said avenue to West Otterman street; east on West Otterman street to Main street; south on Main street to West Pitts-

burg street; west on West Pittsburg street to West Newton road; southwest on West Newton road, through the borough of Bunker Hill, to Alexander street; south on Alexander street, through same borough, to Stanton street; west on Stanton street to Greene street; south on Greene street, through Southwest Greensburg borough to Huff road; southwest on Huff road to Huff avenue; thence extended south on Huff avenue to Huff station on the Southwest Pennsylvania railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-one sold for	1 00

SUMMARY OF PAYMENTS.

For construction, extension of road,	$2,571 05
For maintaining the road or real estate of the corporation, and operating the road,	11,703 65
For interest,	1,779 50
For park improvement, repairs, labor and payment, etc., on mortgage,	4,471 09
For payments on loan account,	2,482 52
For miscellaneous,	377 53
For state taxes,	247 15
Total,	$23,632 49

GENERAL BALANCE SHEET.

DR.		CR.	
Road bed, tracks, cars, power house, engine, boilers, electrical equipment,	$110 000 00	Capital stock,	$60,000 00
Park property, lots,	9,500 00	Funded debt,	59,250 00
Park property, improvement of,	747 69	Unfunded debt,	11,672 23
Power house property, lots,	900 00	Interest on bonds,	1,500 00
Extension of road,	2,571 05		
Materials on hand,	1,598 48		
Ledger balance,	1,355 01		
Profit and loss, deficit,	5,750 00		
Total,	$132.422 23	Total,	$132.422 23

IMPORTANT CHANGES DURING THE YEAR.

The Greensburg and Hempfield Electric Street railway was extended a distance of one-tenth mile during the summer of 1891.

GREEN AND COATES STREETS PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Moses A. Dropsie,	Philadelphia.
Secretary and Treasurer,	Lewis S. Renshaw,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James McManes,	Philadelphia.	Meyer Siedenbach,	Philadelphia.
Phineas Fries,	do.	Mayer Troutman,	do.
William Dulles,	do.	Joseph Koch,	do.
Charles J. Walton,	do.	Martin V. Burton,	do.
James F. Sullivan,	do.	Benjamin F. Hart,	do.
Oliver Hopkinson,	do.	Samuel H. Jarden,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? People's Passenger Railway Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Green and Coates Streets Passenger railway was leased to the People's Passenger Railway Company for the term of nine hundred and ninety-nine years from September 1, 1881, for rental of $60,000 per annum.

A detailed report will be made by the lessee.

SUMMARY OF PAYMENTS.

For dividends,	$60,000 00
For miscellaneous,	1,467 40
Total,	$61,467 40

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$258,181 43	Capital stock,	$150,000 00
Real estate,	64,285 19	Bonds,	100,000 00
Cash,	4,000 67	Ground rent and mortgage,	21,916 68
		Profit and loss,	54,550 61
Total,	$326,467 29	Total,	$326,467 29

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July 7, 1891,	3 per cent.,	$15,000 00
October 7, 1891,	3 per cent.,	15,000 00
January 7, 1892,	3 per cent.,	15,000 00
April 7, 1892,	3 per cent.,	15,000 00
Total,	12 per cent.,	$60,000 00
Paid in dividends, cash,		$60,000 00

GREENFIELD AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Pittsburg.
Secretary,	John C. Reilly,	do.
Treasurer,	John W. Taylor,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburg.	William V. Callery,	Pittsburg.
John C. Reilly,	do.	George C. Wilson,	do.
William J. Burns,	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The Greenfield Avenue Passenger Railway Company.

General offices of the company at Glenwood, Pittsburg.

For information relating to this report, address John W. Taylor, treasurer, 548 Smithfield street, Pittsburg.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 1, 1890. Began constructing road in September, 1891. Cars began running June 18, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at intersection of Greenfield avenue and Second avenue: thence along Greenfield avenue to Lytle avenue.

SUMMARY OF PAYMENTS.

For construction,	$9,753 15

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$9,753 15	Capital stock,	$6,000 00
Cash,	203 08	Unfunded debt,	3,753 15
		Passenger receipts,	203 08
Total,	$9,956 23	Total,	$9,956 23

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Henry A. Kelker	Harrisburg, Pa.
Vice President	George R. Fleming	do.
Secretary	Alex. Roberts	do.
Treasurer	Wm. L. Gorgas	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry A. Kelker	Harrisburg, Pa.	Harris Cohen	Harrisburg, Pa.
George R. Fleming	Harrisburg, Pa.	Abner C. McKee	Harrisburg, Pa.
Wm. R. Gorgas	Harrisburg, Pa.	J. G. M. Bay	Harrisburg, Pa.
George F. Rohrer	Harrisburg, Pa.	Edward Bailey	Harrisburg, Pa.
John T. Ensminger	Harrisburg, Pa.	Edgar C. Felton	Steelton, Pa.
Henry M. Kelly	Harrisburg, Pa.		

Date of annual meeting for election of directors: First Monday of May.

By whom is the road operated? The East Harrisburg Passenger Railway Company.

General offices of the company at 27 South Second Street, Harrisburg, Pa.

For information relating to this report, address Wm. L. Gorgas, treasurer, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road? Electricity by the lessee.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of Assembly of Pennsylvania in 1861; see Pamphlet Laws, (appendix of 1865, pp. 871 and 872), act approved May 1, 1861.

By act of assembly approved April 1, 1873, authority was given to sell the road and make a deed to the purchaser or purchasers thereof, and granting to them their heirs and assigns, all the privileges, rights and immunities authorized by the original act of incorporation, and said purchasers incorporated under the name of the Harrisburg City Passenger Railway Company.

NOTE.--In the act of 1873, as published in the pamphlet laws of that year, the purchasers are said to be styled "The Harrisburg City Passenger Railroad Company," which is a misprint. By reference to the manuscript laws in the State Department it will be found that the corporate title is "The Harrisburg City Passenger Railway Company."

After the reorganization of the company the tracks were extended from time to time, until they cover the streets and route described.

On May 1, 1891, the East Harrisburg Passenger Railway Company, leased for a term of ninety-nine years the road bed, property and franchises of the Harrisburg City Passenger Railway Company.

CHARACTERISTIC OF ROAD.

Route of road, streets occupied, and connections: Commencing at Delaware avenue down Third street to Walnut, out Walnut to Second, down Second to Vine, out Vine

to Race, down Race and over Dock street bridge to Ninth, down Ninth street to Hemlock, out Hemlock to Cameron, connecting with East Harrisburg Passenger Railway Company. From Maclay street down Sixth and Fourth streets to Chestnut and Second streets. And from the intersection of Reily and Sixth streets down Reily to Second, down Second to Market Square; thence out Market street to Canal street.

SUMMARY OF PAYMENTS.

For maintaining the corporation,	$1,278 70
For dividends,	11,249 22
Total,	$12,527 92

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$94,743 07	Capital stock,	$125,000 00
Equipment,	72,220 86	Balance,	50,139 15
Cash on hand, June 30, 1892,	8,175 22		
Total,	$175,139 15	Total,	$175,139 15

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue: May 12, 1891, $25,000.00.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 14, 1891, three per cent. on $125,000.00, $3,749.92; January 11, 1892, six per cent. on $125.000.00, $7,500.00.

Balance, cash on hand June 30, 1892, $8,175 22

IMPORTANT CHANGES DURING THE YEAR.

Extended the tracks from the foot of Race street over the Dock street bridge to Ninth, down Ninth to Hemlock and out Hemlock street, connecting with the tracks of the East Harrisburg Passenger Railway Company at Cameron street.

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	William Verner,	Philadelphia.
Vice President,	Isaac Blum,	do.
Secretary,	W. R. Benson,	do
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac Blum,	Philadelphia.	Thomas R. Tunis,	Philadelphia.
Simon J. Martin,	do.	P. J. Corcoran,	do.
Charles Henry,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Hestonville, Mantua and Fairmount Passenger Railway Company.

With what other companies consolidated? Fairmount and Arch Street Passenger Railway Company and Fairmount Passenger Railway Company.

Date of consolidation: December 29, 1864, and February 15, 1865.

Genceral offices of the company at 4300 Lancaster avenue, Philadelphia.

For information relating to this report, address the president or treasurer.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly approved April 6, 1859, and consolidated with the Fairmount and Arch Street Passenger Railway Company and the Fairmount Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Arch street, Main line—Down Belmont avenue from Elm avenue to Lancaster avenue, to Haverford street, to Thirty-third street, to Spring Garden street, to Callowhill street bridge, to Spring Garden street, to Twentieth street, to Arch street, to Second street. Up Arch street to Twenty-first street, to Callowhill street, to Twenty-third street, to Spring Garden street, to Lancaster avenue, to Belmont avenue, to Elm avenue.

Hestonville branch—Up Lancaster avenue to Fifty-second street, to George's Hill. Return same route to depot, 4300 Lancaster avenue.

Race and Vine streets—Down Biddle street to Twenty-fifth street, to Hamilton street, to Twenty-second street, to Race street, to Second street, to Walnut street, to Dock street, to Third street. Up Third street to Vine street, to Twenty-third street, to Callowhill street, to depot, Twenty-sixth and Callowhill street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8

SUMMARY OF PAYMENTS.

For equipment, horses,	$23,379 79
For maintaining the road or real estate of the corporation, and operating the road,	226,782 29
For interest, on bonds, $29,970.00; on mortgages and ground rents, $4,732.20,	34,702 20
For municipal taxes,	2,400 00
For state taxes,	27,273 90
Total,	$314,538 18

GENERAL BALANCE SHEET.

DR.		CR.		
Construction,	$410,738 26	Capital stock,		$299,381 36
Equipment,	145,731 45	Hestonville first mortgage bonds,	$300,000 00	
Real estate	319,111 74	Hestonville second mortgage bonds,	75,000 00	
Real estate sales,	14,000 00	Race and Vine Street first mortgage bonds,	124,500 00	
Sundry accounts,	724 46	Bonds, mortgages and ground rents,		499,500 00
Cash,	9,704 83	Sundry accounts,		85,599 99
		Interest on bonds unclaimed,		2,445 91
		Profit and loss,		870 00
				12,213 48
Total,	$900,010 74	Total,		$900,010 74

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCE.
President,	Tom. L. Johnson,	Cleveland, Ohio.
Vice President,	John B. Hoefgen,	Johnstown, Pa.
Secretary,	B. L. Yeagley,	Johnstown, Pa.
Treasurer,	A. J. Moxham,	Johnstown, Pa.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCES.
Tom. L. Johnson,	Cleveland, Ohio.	Herman Baumer,	Johnstown, Pa.
John B. Hoefgen,	Johnstown, Pa.	B. L. Yeagley,	Johnstown, Pa.
A. J. Moxham,	Johnstown, Pa.	A. V. DuPont,	Louisville, Ky.
Alex. Kennedy,	Johnstown, Pa.		

By whom is the road operated? Johnstown Passenger Railway Company.
General offices of the company at Johnstown, Pa.
For information relating to this report, address John B. Hoefgen, vice president.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted May 8, 1882. Road destroyed by flood, May 31, 1889. Rebuilt in 1890 and 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Central avenue, Valley pike, Morris street, Franklin street, Main street, Walnut street, Market street, Washington street, Iron street, Front street, Broad street, Fairfield avenue, River street, Clinton street, Centre street, Railroad street, First street, Maple avenue. Have no connection with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$42,370 71
For equipment, power station and car house included,	17,303 08
For maintaining the road or real estate of the corporation, and operating the road,	37,851 80
For interest,	14,464 34
For dividends,	7,620 00
For new passenger cars and horses,	4,184 64
For payments to loan account,	150,997 73
For miscellaneous,	16,624 47
For municipal taxes, $100.00; county taxes, $54.98; state taxes, $1,305.23, included in maintenance of road.	
Total,	$291,416 77

GENERAL BALANCE SHEET.

DR.		CR.	
Expense January to July,	$29,988 54	Capital stock,	$137,500 00
Track construction,	140,324 37	Bonds,	197,000 00
Electric street construction,	16,444 30	Bills payable,	23,931 74
Electric plant,	7,562 90	Bond discount,	200 00
Power station,	54,953 16	Rent,	80 00
Car house and shops,	7,677 25	Fare checks,	350 00
Cars,	25,680 00	Passenger receipts,	44,478 25
Car machinery,	24,769 91	Advertising,	112 50
Real estate,	18,252 00	Profit and loss,	19,187 98
Right of way,	1,000 00		
Old track,	1,261 08		
Flood loss,	82,729 76		
Stony creek bridge,	4,563 52		
Interest,	5,843 96		
Office,	1,789 72		
Total,	$422,840 47	Total,	$422,840 47

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January, 1892, 6 per cent.

Paid in dividends, cash, $7,620 00

LANCASTER CITY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	John A. Coyle,	Lancaster, Pa.
Vice President,	Dr. M. L. Herr,	do.
Secretary,	J. W. B. Bausman,	do.
Treasurer,	Edward McGovern,	do.
General Manager,		
General Superintendent,	Geo. W. Mosby,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Coyle,	Lancaster, Pa.	H. C. Harner,	Lancaster, Pa.
Dr. M. L. Herr,	do.	J. W. B. Bausman,	Lancaster, Pa.
Walter M. Franklin,	do.	A. D Rohrer,	Lancaster, Pa.
J. B. Long,	do.	James Young,	Middletown, Pa.
B. J. McGrann,	do.	Edward McGovern,	Lancaster, Pa.
Michael Reilly,	do.	J. Edward Ackley,	New York.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Lancaster City Street Railway Company.

With what other companies consolidated? East End Street Railway Company.

Date of consolidation: January 29, 1890.

General offices of the company at No. 529 North Prince street, Lancaster, Pa.

For information relating to this report, address Edward McGovern, No. 529 North Prince street, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted to the Lancaster City Street Railway Company on November 28, 1883. Capital $10,000. Five thousand eight hundred feet was built the following spring, and opened June 9, 1884. Since then the road has been increased by additions and consolidation with the East End Street Railway Company to a length of 6½ miles, and the capital has been increased to $160,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at monument in Centre Square, up East King to North Duke street, on North Duke to Walnut, out Walnut to New Holland pike; thence on New Holland pike to McGrann's Park, a distance of 5,800 feet; return over same route. Also connects with above at Duke and Walnut streets, out Duke to New, on New to Prince, to James, to North Queen, to Pennsylvania depot; return over same route. Also from East King and Duke, out East King street to Potts' Landing, a distance of 8,860 feet. Also from North Queen and East Chestnut, out East Chestnut to Franklin, on Franklin to East King street; return to Square over East King street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 05
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS

For construction,	$10,980 21
For maintaining the road or real estate of the corporation, and operating the road,	23,789 01
For interest,	4,750 40
For payments to loan account,	9,801 50
For miscellaneous,	12,228 64
For municipal taxes,	205 02
For state taxes,	837 56
Total,	$62,592 34

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$62,154 65	Capital stock,	$160,000 00
Equipment,	19,073 58	Funded debt	160,000 00
Real estate,	10,000 00	Unfunded debt,	25,517 86
Steel rails, tools, etc.,	3,000 00		
Cash on hand,	4,972 24		
Profit and loss,	246,317 39		
Total,	$345,517 86	Total,	$345,517 86

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$4,972 24
Surplus at commencement of the year,	1,879 02
Total surplus,	$6,851 26

IMPORTANT CHANGES DURING THE YEAR.

During the year the line has been extended on East Chestnut street out to Franklin and East King, a distance of . . . . . , making a belt line with East King and North Queen streets.

LEBANON AND ANNVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Adolphus Reinoehl,	Lebanon, Pa.
Secretary,	E. H. Brooks,	do.
Treasurer,	Frank H. Reinoehl,	do.
Superintendent,	Wm. H. Conrad,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joe M. Shenk,	Lebanon, Pa.	E. H. Brooks,	Lebanon, Pa.
Lyman Nutting,	do.	H. H. Kreider,	Annville, Pa.
H. H. Light,	do.	S. L. Brightbill,	Annville, Pa.
S. P. Light,	do.	H. C. Harner,	Lancaster, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Company.
General offices of the company at Lebanon.
For information relating to this report, address Frank H. Reinoehl, treasurer.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered September 12, 1890. No work was done, however, until sometime in May, 1891. First cars were run August 17, 1891. Road was not completed until October, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at a point near Avon, about one mile east of the city limits, the road runs west through the city, on Cumberland street to the end of the main street in Annville, about five miles west of the city limits (outside the city the road runs along the south side of the Berks and Dauphin Turnpike Company); starting at Eighth and Locust streets in the city the road runs north to Maple street; thence east three-fourths of a mile to Mt. Lebanon cemetery; starting at Fourth and Lebanon streets, runs west along Lebanon street to Twenty-second.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$76,442 07
For equipment,	43,140 50
For maintaining the road or real estate of the corporation, and operating the road,	19,560 69
For interest,	2,133 40

For payments to loan account,	$16,000 00
For miscellaneous,	31,848 02
For state taxes,	170 87
Total,	$189,295 55

GENERAL BALANCE SHEET.

DR.		CR.	
Furniture and fixtures,	$198 60	Capital stock,	$100,000 00
Stock,	250 00	Bonds sold,	28,300 00
Discount and interest,	2,133 40	Bills payable,	36,000 00
Real estate,	4,728 80	Advertisements,	76 50
General expenses,	8,037 63	Car fares (including ticket books sold),	24,323 75
Overhead construction,	18,632 99	Balance due treasurer,	595 30
Car equipment,	43,140 50		
Construction,	76,442 07		
Bills payable,	16,000 00		
Operating expenses,	19,731 56		
Total,	$189,295 55	Total,	$189,295 55

IMPORTANT CHANGES DURING THE YEAR.

The road is being at present extended on Lebanon street from Fourth to Twenty-second.

LEHIGH AVENUE RAILWAY COMPANY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Frank Weckerly,	Philadelphia.
Vice President,	James F. Sullivan,	do.
Secretary, Treasurer,	R. C. Brewster,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. H. Hults,	Philadelphia.	John Noblit,	Philadelphia.
Alfred Smith,	do.	M. W. Lipper,	do.
Edgar Fries,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the company.

General offices of the company at 2501 Kensington avenue, Philadelphia.

For information relating to this report, address R. C. Brewster, secretary, 2501 Kensington avenue, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 18, 1873.

City ordinance granting permission to lay track December 24, 1886.

Construction of track begun in 1887.

Commenced running cars May 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Lehigh avenue from Fifth street to Park avenue; Park avenue to Somerset street; Somerset street and Glenwood avenue to Lehigh avenue: Lehigh avenue to depot at Ridge avenue.

Double-track with exception of about five hundred feet.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$39,840 47
For interest,	2,255 75
For municipal, state, and United States taxes,	1,643 23
Total,	$43,739 45

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$273,776 17	Capital,	$300,000 00
Equipment,	15,344 53	Loan,	40,000 00
Somerset street property,	6,671 66		
Bills receivable,	3,000 00		
Profit and loss,	39,886 58		
Cash,	1,321 06		
Total,	$340,000 00	Total,	$340,000 00

LOMBARD AND SOUTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. J. Moore,	Philadelphia.
Secretary and Treasurer,	R. B. Selfridge,	do.
Auditor,	Samuel Moore, Jr.,	do.
General Superintendent,	J. H. Fresh,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William H. Shelmerdine,	Philadelphia.	Edward J. Moore,	Philadelphia.
Edward Samuel,	do.	Thomas C. Barr,	Newark, N. J.
Wililam Rotch Wister,	do.		

Date of annual meeting for election of directors: First Tuesday in November.

By whom is the road operated? Lombard and South Streets Passenger Railway Company.

General offices of the company at 2509 South street, Philadelphia.

For information relating to this report, address R. B. Selfridge, secretary.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter, May 16, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main line—Twenty-fifth and Lombard streets to Front street, to Market street (track on Dock street to Delaware avenue); returning by way of Front street, to South street; out South street to depot Twenty-fifth and South street.

Passyunk Avenue division—From depot, Thirteenth street and Snyder avenue, to Twelfth street, to Dickinson street, to Eighth street, to Christian street, to Fifth street, to Lombard street, to Front street, to South street, to Passyunk avenue, to Juniper street, to Snyder avenue, to Broad street.

Point Brecze extension—From depot Thirteenth street and Snyder avenue, on Snyder avenue to Passyunk avenue, to Schuylkill river; back and return by same route to depot.

West Philadelphia division—From Twenty-fifth and South streets, to Thirty-eighth and Spruce streets, to Hutton street, via Thirty-eighth street and Lancaster avenue, to Fortieth street, to Spruce street to depot.

Thirty-third Street division—From Thirty-third and Spruce streets, to Zoological Garden, via Thirty-third street, to Eadline avenue, to Thirty-fifth street; returning by way of Thirty-fifth and Thirty-sixth streets, to Walnut and Thirty-third streets, to Spruce street, to depot, Twenty-fifth and South streets.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Exchange tickets, Omnibus Company General,	06

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$196,885 02
For interest,	19,020 52
For dividends,	75,000 00
For miscellaneous,	5,960 82
For municipal taxes,	3,768 30
For state taxes,	7,010 34
Total,	$306,745 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$7,299 14	Capital stock,	$374,842 50
Construction,	593,113 30	Five per cent. bonds,	150,000 00
Equipment,	91,182 74	Seven per cent. bonds,	132,100 00
Real estate,	132,938 40	Mortgages and ground rents,	19,010 00
Investments in other companies,	155,051 63	Sundry accounts payable,	72,855 46
Sundry accounts,	3,278 05	Profit and loss,	234,075 30
Total,	$982,863 26	Total,	$982,863 26

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 31, 1891, 6 per cent.; April 30, 1892, 6 per cent.

Paid in dividends, cash,	$75,000.00

MAHANOY CITY, SHENANDOAH, GIRARDVILLE AND ASHLAND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	W. F. Sadler,	Carlisle, Pa.
Secretary, Treasurer, General Manager, General Superintendent,	J. F. Finney,	Shenandoah, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. F. Sadler,	Carlisle, Pa.	T. J. Neff,	Carlisle, Pa.
J. F. Finney,	Shenandoah, Pa.	M. F. Thompson,	do.
C. E. Winters,	Springfield, Ohio.		

By whom is the road operated? By the company itself.

General offices of the company at Girardville, Pa.

For information relating to this report, address W. F. Sadler, Carlisle, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted on the —— day of ——— A. D. 1890. On the —— day of ——— A. D. 1891, the capital stock was increased from one hundred thousand dollars to three hundred thousand dollars. The construction of the road was commenced in the month of October, 1891, and has been continuing since that date. On April 9, 1892, the company commenced to operate the road from Shenandoah to Girardville, a distance of about six miles. It is expected that the portion connecting Mahanoy City and Mahanoy plane will be opened for travel in about ninety days.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The route of the road as now constructed is from the junction of Main and Centre streets in Shenandoah; from thence to Coal street, down it to limits of said borough; thence by Brownville through William Penn, Fort Creek, Rappahannock into Girardville. It has no connections with any other street railway. The streets occupied in Girardville are Furger and Second street and Ogden avenue.

RATE OF FARE FOR PASSENGERS.

Single fare (excepting from Shenandoah to Rappahannock and Girardville ten cents, but to workmen, five cents),	$0 05
Tickets in packages of eight, Shenandoah and Girardville, sold for	1 00

SUMMARY OF PAYMENTS.

For construction, there has been issued, on account of construction and equipment,	$300,000 00
For maintaining the road or real estate of the corporation, and operating the road,	4,321 60
Total,	$304,321 60

GENERAL BALANCE SHEET.

DR.		CR.	
Materials on hand inventoried at	$3,450 00	Amount of capital stock issued,	$200,000 00
For survey expenses in procuring franchises, construction, equipment (bonds and stocks) on contract,	300,000 00	Funded debt (outstanding),	100,000 00
		Also due materials purchased,	3,450 00
Total,	$303,450 00	Total,	$303,450 00

IMPORTANT CHANGES DURING THE YEAR.

The whole construction has been made since October 1, 1891.

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Charles J. Walton,	Roxborough, Philadelphia.
Secretary,	W. H. Legis,	Roxborough, Philadelphia.
Treasurer,	C. J. McGlinchy,	Manayunk, Philadelphia.
General Superintendent,	Albert Tibben,	Roxborough, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William King,	Roxborough, Philadelphia.	C. J. McGlinchy,	Manayunk, Philadelphia.
T. Vaughan Merrick,	Roxborough, Philadelphia.	W. J. Donahugh,	Roxborough, Philadelphia.
H. G. Tones,	Roxborough, Philadelphia.	John C. Klauder,	Philadelphia.
Benjamin Haney,	Roxborough, Philadelphia.		

Date of annual meeting for election of directors: Third Wednesday in February.

By whom is the road operated? By the above company.

General offices of the company at Roxborough, Philadelphia.

For information relating to this report, address W. H. Lewis, secretary, Roxborough, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power only.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was approved April 9, 1873. The capital stock authorized, $100,000 in shares of $25 each. The construction of the road began August 18, 1874, and completed November 19, 1874, at a cost of $8,100 per mile. The total length is 5 miles and 2,200 feet. The road was formally opened by the directors and invited guests November 21, 1874.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Ridge road from Wissahickon station of the Norristown branch of the Reading railroad north to Barren Hill in Montgomery county, to a point about one mile above the county line. The route is divided into three fares. Total number of single fares received during the year, 338,884, exclusive of season tickets issued in connection with the Reading Railroad Company.

RATES OF FARE FOR PASSENGERS.

Single fare,	$0 06
Tickets in packages of five sold for	25
Children's tickets, eight sold for	25

SUMMARY OF PAYMENTS.

For construction,	$8,424 80
Maintaining the road or real estate of the corporation, and operating the road,	18,218 13
Interest,	444 48
Municipal taxes,	104 64
State taxes,	240 57
Total,	$27,432 62

GENERAL BALANCE SHEET.

DR.		CR.	
Road bed and real estate,	$2,721 15	By passenger receipts,	$21,507 15
Operating expenses,	15,496 98	By balance to the Dr. profit loss,	5,925 47
Interest,	444 48		
Taxes,	345 21		
Construction account,	8,424 80		
Total.	$27,432 62	Total,	$27,432 62

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: This company has made no dividends since its organization.

MARSHALL STREET RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George D. Widener,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George D. Widener,	Philadelphia.	Clay Kemble,	Philadelphia.
David H. Lane,	do.	John B. Peddle,	do.
George W. Elkins,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 14, 1889. Portion of railway constructed, about three and a half miles. Fourth street from Norris street to Indiana avenue, Indiana avenue to Lawrence street, to Manor, Manor to Montgomery avenue, Montgomery avenue to Randolph, Randolph to Thompson street.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$760 87	Capital stock,	$25,000 00
Construction,	53,655 31	Open accounts,	29,416 18
Total	$54,416 18	Total,	$54,416 18

STOCK AND DIVIDENDS.

No dividends declared.

MIDDLETOWN, HIGHSPIRE AND STEELTON STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	George W. Cumbler, ...	Steelton, Pa.
Vice President, ...	E. C. Felton, ...	do.
Secretary, ...	W. J. Snavely.	do.
Treasurer, ...		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. C. Felton.	Steelton, Pa.	John Q. Denney.	Harrisburg, Pa.
James Young.	Middletown, Pa.	George Pancake.	do.
J. F. Klugh, ...	Highspire, Pa.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Not in operation yet.

General offices of the company at Steelton, Pa.

For information relating to this report, address W. J. Snavely, secretary and treasurer, Steelton, Pa.

What kind of power is used for propelling the cars on your road? Electricity will be used when the road is completed.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed, charter dated and obtained December 11, 1891. The first board of directors was appointed by the subscribing shareholders and served until January 25, 1892, at which date a new board was elected for the ensuing year.

Stated meetings of the board are held on the second Friday of each month. Immediately upon receipt of the charter the work of grading for a road-bed was begun, commencing on the Middletown and Harrisburg turnpike at the eastern limits of the borough of Steelton.

The first rails were laid February, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Front street, Steelton, Pa., from Chambers street to eastern borough line; Middletown and Harrisburg turnpike to western borough line of Middletown, Pa.; Middletown borough, West Main street from borough line to Wood; Wood to Water; Water to Spring; Spring to Union; Union to Emaus; Emaus to Race; Race to Main; up Main to western borough line.

Streets occupied: Spring and Union, Middletown, Pa., and a portion of the Middletown and Harrisburg turnpike.

No connection with other roads.

SUMMARY OF PAYMENTS.

For construction, ...	$14,721 49
For miscellaneous, ...	201 75
Total, ...	$14,923 24

GENERAL BALANCE SHEET.

DR.		CR.	
Cash	$76 76	Capital stock paid in	$15,000 00
General expense	201 75		
Track account	14,221 38		
Line account	247 00		
Middletown and Harrisburg Turnpike Company	253 11		
Total	$15,000 00	Total	$15,000 00

MILLVALE PASSENGER RAILWAY COMPANY, AND THE FORTY-THIRD STREET AND BLOOMFIELD PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	P. W. Seibert	367 Main street, Pittsburg.
Vice President	Walter Lyon	Allegheny City, Pa.
Secretary, Treasurer	Jacob T. Keil	Aiken avenue, Pittsburg.
General Manager, General Superintendent	P. W. Seibert	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. W. Siebert	Pittsburg.	James Gardner	Millvale borough.
J. T. Keil	Pittsburg.	Christian Siebert	Pittsburg.
Walter Lyon	Allegheny, Pa.	Christian Baeuerblin	Pittsburg.

Date of annual meeting for election of directors: June 10, 1892.

By whom is the road operated? Selves.

General offices of the company at Pittsburg, Pa.

For information relating to this report, address P. W. Siebert, 367 Main street, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Roads were organized under the old street railway law, and were re-chartered under the new street railway act on May 29, 1889.

They have about one mile of track leased from the Citizens' Traction Company of Pittsburg, and one-half mile of track over Ewalt street bridge.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins at Butler street and Forty-third street; thence along Forty-third street to Ewalt street bridge over Allegheny river; thence over said bridge to Millvale borough; thence along Bridge street to West Pennsylvania railroad tracks, where we have been detained by the West Pennsylvania Railroad by action in court from crossing over their tracks. After crossing West Pennsylvania railroad, along Allegheny and Butler County plank road to Grant avenue; thence along said avenue to Hooker street to borough line and Shaler township; returning along Hooker street to Lincoln avenue and intersecting at Butler plank road with main line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03
Exchange tickets,	05

SUMMARY OF PAYMENTS.

For construction,	$168 21
For equipment,	1,625 68
For maintaining the road or real estate of the corporation, and operating the road,	1,707 72
Total,	$3,501 61

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, operating,	$4,509 23	Capital	$20,000 00
Amount of capital not called,	15,490 77		
Total	$20,000 00	Total	$20,000 00

IMPORTANT CHANGES DURING THE YEAR.

The road was put in operation by relaying a part of tracks torn up, and the purchase of horses, harness, etc.

MONONGAHELA INCLINED PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCE.
President	James M. Bailey	Pittsburg.
Secretary, Treasurer, Superintendent	John L. Awl	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCE.
Marcus W. Asheron	Pittsburg.	Joseph G. Walter	Pittsburg.
William Halpin	do.	W. H. Nimick	Pittsburg.
George W. Beltzhoover	do.	W. E. Wrenshall	Woodville, Pa.
John Paul	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Company.

General offices of the company at Pittsburg.

For information relating to this report, address John L. Awl, secretary.

What kind of power is used for propelling the cars on your road? Stationary engines.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The roads commence on Carson street, in the Thirty-third ward of Pittsburg, at the foot of the hill, and run to Grand View avenue at the top in the Thirty-second ward, on girder bridges to the rocks on the side of the hill, a distance of 380 feet, the balance to terminus on twelve and fifteen feet I beams covered with oak ties. Both roads double track and 640 feet long and laid at an angle of 35° 6″.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Book of coupon tickets (60 trips),	1 25

SUMMARY OF PAYMENTS.

For interest,	$3,292 09
For dividends,	16,000 00
For payments to loan account,	9,500 00
For payments made to surplus fund,	6,172 70
For municipal taxes,	277 34
For state taxes,	5,147 68
Total,	$40,389 81

GENERAL BALANCE SHEET.

DR.		CR.	
Construction.	$213,416 77	Capital stock.	$200,000 00
Real estate.	26,583 23	Bond and mortgage.	100,000 00
Purchased bonds.	46,000 00	Surplus fund.	29,394 19
Cash,	51,394 19	Profit and loss.	8,000 00
Total,	$337,394 19	Total,	$337,394 19

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 2, 1891, 4 per cent.; January 7, 1892, 4 per cent.

Paid in dividends, cash,	$16,000 00
Balance for the year, or surplus,	6,172 70
Surplus at commencement of the year,	23,221 49
Total surplus,	29,394 19
Surplus invested as follows:	
Cash and loans,	$29,394 19

MOUNT OLIVER INCLINE RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President.	D. Z. Brickell,	Pittsburg.
Secretary, Treasurer.	Daniel Beech,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. Z. Brickell,	Pittsburg.	E. E. Denniston,	Philadelphia.
H. Sellers McKee,	Pittsburg.	J. P. Ilsley,	Philadelphia.
Murry A. Verner,	Pittsburg.	Thos. H. Bakewell,	New York.
Daniel Beech,	Pittsburg.		

Date of annual meeting for election of directors: May.

By whom is the road operated? Pittsburg and Birmingham Traction Company.

General offices of the company at Pittsburg.

For information relating to this report, address Daniel Beech, Pittsburg.

What kind of power is used for propelling the cars on your road? Steam on incline and horses on street railway.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased to Birmingham Street Railway Company, September 23, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Carson street along Twelfth street to lower station, and corner Manor and Twelfth streets; from lower station of inclined plane to upper station on Washington avenue; from upper station on Washington avenue, along Mount Oliver street, John street, and Amanda avenue to second toll gate on Brownsville road; also from upper station along Washington avenue to Beltzhoover borough.

SUMMARY OF PAYMENTS.

For dividends,	$2,175 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, incline,	$66,965 53	Capital stock,	$100,000 00
Construction, street railway,	24,933 99	First mortgage bonds,	44,500 00
Real estate,	25,300 00	Surplus,	29,883 76
Mortgage,	2,400 00		
Lessees,	44,134 24		
Sundry stockholders,	10,650 00		
Total,	$174,383 76	Total,	$174,383 76

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 5, 1892, paid 3 per cent. on full paid capital stock.

Paid in dividends, cash,	$2,175 00

IMPORTANT CHANGES DURING THE YEAR.

Property leased to Birmingham Street Railway Company, September 23, 1891.

NEWCASTLE ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Thomas W. Phillips	Newcastle, Pa.
Vice President	William M. Brown	do.
Secretary	S. S. Hamilton	do.
Treasurer		
General Manager	William M. Brown	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas W. Phillips	Newcastle, Pa.	O. H. P. Brown	Newcastle, Pa.
William M. Brown	do.	C. J. Kirk	do.
S. S. Hamilton	do.		

Date of annual meeting for election of directors: Second Monday of January in every year.

By whom is the road operated? Newcastle Electric Street Railway Company.

General offices of the company at Newcastle, Lawrence county, Pa.

For information relating to this report, address William M. Brown, manager.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted September 28, 1889. The construction of the road was begun about May 12, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning on Mill street at Long avenue; thence to Washington street; also beginning on Pittsburg street, at Pittsburg and Lake Erie Railway station; thence on Washington street; thence along West Washington street, in the borough of West Newcastle to Penn avenue.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of one hundred sold for	4 00
Tickets in packages of fifty sold for	2 25
Tickets in packages of twenty-five sold for	1 15

SUMMARY OF PAYMENTS.

For construction	$12,392 38
For equipment	819 57
For maintaining the road or real estate of the corporation, and operating the road	6,913 97
For interest	12 60
For municipal taxes	30 00
Total	$20,168 52

GENERAL BALANCE SHEET.

DR.		CR.	
Car house account,	$1,676 91	Capital stock,	$40,000 00
Real estate account,	1,000 00	Treasurer's account,	334 77
Expense account.	3,147 23	Repair account,	4,295 49
Repair account,	1,354 14	Rent account,	3 00
Construction account.	24,350 62	Ticket account,	132 05
Equipment account,	16,042 72	Bills payable,	226 13
Discount account,	12 60	Surplus,	3,083 84
William M. Brown,	69 72	S. S. Hamilton.	90 00
Ralph Bros.,	80 00	Eva Wick,	36 00
Newcastle Electric Company,	1,500 00	F. C. Douds & Co.,	32 66
Total,	$49,233 94	Total,	$49,233 94

IMPORTANT CHANGES DURING THE YEAR.

Built extension on Pittsburg street, and on Washington street, of Newcastle and West Washington street in the borough of West Newcastle of 5,234 feet.

NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.*

TITLE.	NAMES.	RESIDENCES.
President,	H. McInnes,	Norristown, Pa.
Secretary,	N. R. Haines,	Norristown, Pa.
Treasurer,	I. W. Smith,	Bridgeport, Pa.
General Superintendent,	Louis Heck,	Norristown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. McInnes,	Norristown, Pa.	Norman Egbert,	Norristown, Pa.
N. R. Haines,	do.	J. Cloude Smith,	Norristown, Pa.
Henry Freedly,	do.	David Schall,	Norristown, Pa.
Joseph Blackfan,	do.	Morgan R. Wills,	Norristown, Pa.
Samuel High,	do.	John Murphy,	Bridgeport, Pa.
J. Morton Brown,	do.	I. W. Smith,	Bridgeport, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By above named company.

General offices of the company at H. Freedly's office, Swede street above Main, Norristown.

For information relating to this report, address H. M. Lutz, DeKalb and Elm streets, Norristown.

What kind of power is used for propelling the cars on your road? Horses.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8
Tickets in packages of eleven sold for	50

* Vice President resigned and none elected since.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$8,433 63
For interest,	108 00
For new passenger cars and horses,	104 00
For payments to loan account,	200 00
For municipal taxes,	24 00
For state taxes,	76 87
Total,	$8,946 50

GENERAL BALANCE SHEET.*

DR.		CR.	
Construction,	$28,288 04	Capital stock,	$38,850 00
Equipment,	12,799 71	Preferred stock,	5,600 00
Real estate,	3,635 19	Exchange tickets,	1 96
Ticket sales,	15 83	Advertising,	91 25
Furniture,	10 36	Earnings,	4,453 36
Taxes,	66 28	Bills payable,	1,850 00
Interest,	165 00	Cash,	647 60
Expenses,	4,833 69	Rent,	25 00
Profit and loss,	1,705 07		
Total,	$51,519 17	Total,	$51,519 17

NUNNERY HILL INCLINED PLANE COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Oliver P. Scaife,	Pittsburg.
Secretary,	Arthur Kennedy,	do.
Treasurer,	Chas. C. Scaife,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Oliver P. Scaife,	Pittsburg.	Geo. P. Hamilton,	Pittsburg.
Charles C. Scaife,	do.	Arthur Kennedy,	do.
James B. Scott,	do.	Sullivan Johnson,	do.

By whom is the road operated? Itself.

General offices of the company at Allegheny City, Pa.

For information relating to this report, address Arthur Kennedy, Pittsburg.

What kind of power is used for propelling the cars on your road? Stationary engine and wire cables.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

No change, see former reports.

CHARACTERISTICS OF ROAD.

No change, see former reports.

*Six months ending June 30, 1892.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Adults' tickets in packages of seventy-five sold for $1.50; children,	75

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$3,134 21
For interest,	1,800 00
For municipal taxes,	39 02
For state taxes,	98 48
Total,	$5,071 71

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$837 68	Accounts payable (amount advanced by stockholders),	$2,040 00
Construction and equipment,	90,862 04	Bonds,	30,000 00
Profit and loss,	340 28	Capital stock,	60,000 00
Total,	$92,040 00	Total,	$92,040 00

PENNSYLVANIA MOTOR COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Horace E. Hand,	Scranton, Pa.
Vice President,	J. Marshall Young,	Easton, Pa.
Secretary, Treasurer, General Manager,	D. W. Nevin,	Easton, Pa.
General Superintendent,	L. Richter,	Easton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Horace E. Hand,	Scranton, Pa.	D. W. Nevin,	Easton, Pa.
J. Marshall Young,	Easton, Pa.	——— Jessup,	Scranton, Pa.
George B. Nevin,	Easton, Pa.	——— Hand,	Scranton, Pa.
N. A. Johnson,	Easton, Pa.		

By whom is the road operated? Pennsylvania Motor Company.

General offices of the company at Easton, Pa.

For information relating to this report, address D. W. Nevin, Easton, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Pennsylvania Motor Company was chartered in ———— —, 18—, and leased for ninety-nine years, the road extending from Central railroad of New Jersey station through Fourth street, Northampton street, Third street, Chestnut street, Cattell street, Burke street and Paxinosa avenue from the Easton and South Easton and West End Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at depot of Central railroad of New Jersey, through Fourth street, Northampton street, Third street, Chestnut street, Cattell street, Burke street and Paxinosa avenue, connecting with Weygadt Mountain Railway Company at Burke street and Paxinosa avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	07

SUMMARY OF PAYMENTS.

For interest,	$3,600 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction equipment, profit and loss,	$184,500 00	Capital stock,	$120,000 00
		Funded debt,	60,000 00
		Unfunded debt,	4,500 00
Total,	$184,500 00	Total,	$184,500 00

PEOPLE'S PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCE.
President,	Robert N. Carson,	Philadelphia.
Secretary, Treasurer,	D. C. Golden,	do.
Auditor,	Robert B. Selfridge,	do.
General Superintendent,	Charles S. Whiting,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert N. Carson,	Philadelphia.	J. Levering Jones,	Philadelphia.
William H. Shelmerdine,	do.	Joseph M. Gazzam,	do.
Edward J. Moore,	do.		

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: The People's Passenger Railway Company. This company is lessee of the Germantown Passenger Railway Company, and of the Green and Coates Street Passenger Railway Company. The operating results of said leased lines are included in these reports.

General offices of the company at southwest corner Eighth and Dauphin streets.

For information relating to this report, address D. C. Golden, treasurer.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The People's Passenger Railway Company, act of incorporation dated April 15, 1873. This company leased the Green and Coates Streets Philadelphia Passenger Railway

Company September 1, 1881, and the Germantown Passenger Railway Company October 13, 1881, and all these lines have since been and still are operated by the People's Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Callowhill street division—From Callowhill street bridge east on Callowhill to Front street, south on Front to Market, and return by double track to place of beginning. From Front and Vine west on Vine to Fourth street and York avenue, north on York avenue to Callowhill street.

Fourth and Eighth division—From Eighth and Dauphin east on Dauphin to Germantown avenue, south on Germantown avenue to Fourth street, to Snyder avenue, west on Snyder avenue to Eighth street, north on Eighth street to place of beginning. Eighth and Dauphin to Germantown avenue, to Fourth street, to Walnut, to Eighth and return to place of beginning.

Germantown division—From Eighth and Dauphin north on Eighth street to Germantown avenue, to Church street, and return by double track to place of beginning.

Norris and Susquehanna division—From Eighth street and Susquehana avenue west to Twenty-second street, south on Twenty-second street to Norris, east on Norris to Germantown avenue, to Fourth, to Walnut, to Eighth, and return to place of beginning.

Girard avenue division—From Taney street and Girard avenue west on Girard avenue to Elm avenue, to Belmont avenue, and return by double track. East to Gunners' Run, and return by double track to place of beginning. From Girard avenue south on Palmer street to Allen, east on Allen to Shackamaxon, to Girard avenue.

Green and Coates division—From Twenty-fourth and Fairmount avenue east on Fairmount avenue to Twenty-second street, south on Twenty-second to Green, east on Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, west on Fairmount avenue to Park entrance, and return by double track. From Twenty-fifth street and Fairmount avenue to Green, to Fourth, to Walnut, to Eighth, and return by Fairmount avenue to place of beginning. East on Green from Fourth to Beach, north on Beach to Fairmount avenue, to Eighth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	06

SUMMARY OF PAYMENTS.

For construction,	$2,407 35
For equipment,	3,500 00
For maintaining the road or real estate of the corporation, and operating the road,	714,901 75
For interest,	36,450 74
For dividends,	207,500 00
For payments made to lease charges,	217,654 44
For municipal taxes,	18,710 79
For state taxes,	31,391 39
Total,	$1,232,516 46

GENERAL BALANCE SHEET.

DR.		CR.		
Construction and equipment,	$408,962 66	Capital stock, common,	$740,000 00	
Leases, cost account,	1,110,788 47	Capital stock, preferred	262,083 50	
Real estate,	9,833 33			$1,002,083 50
Investments in stocks,	255,620 26	Funded debt,		750,000 00
Materials and supplies,	18,366 84	Ground rents payable,		5,833 33
Office fixtures, etc.,	142 50	Drivers' security deposits,		1,525 57
Cash,	182,900 69	Sundry maturing accounts,		23,933 07
Loans,	86,188 02	Unpaid coupon interest,		995 00
Sundry accounts receivable,	22,650 16	Profit and loss,		447,077 46
Guarantee Trust and Safe Deposit Company, trust deposits,	55,075 00			
Real Estate Title Insurance and Trust Company, trust deposits,	80,920 00			
Total,	$2,231,447 93	Total,		$2,231,447 93

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One dollar and twenty-five cents per share March 31, 1892; one dollar and twenty-five cents September 30, 1892, on 60,000 shares common and 23,000 shares preferred stock.

Paid in dividends, cash, $203,750 00

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	R. T. McCabe,	New York city.
Vice President,	P. S. Page,	Scranton, Pa.
Secretary,	Horace E. Hand,	Scranton, Pa.
Treasurer,		
Auditor,	S. B. Mott,	Scranton, Pa.
General Superintendent,	W. S. Mears,	Scranton, Pa.
Assistant Superintendent,	Giles Schenck,	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. T. McCabe,	New York city.	J. Alton Davis,	Scranton, Pa.
Thomas H. Thomas,	New York city.	W. W. Winton,	Scranton, Pa.
W. R. Heath,	New York city.	T. Burke,	Scranton, Pa.
Gardiner VanNostrand,	Newburg, N. Y.	W. H. Linbury,	Trenton, N. J.
P. S. Page,	Scranton, Pa.		

Date of annual meeting for election of directors: First Tuesday of November.

By whom is the road operated? The People's Street Railway Company of Luzerne County.

With what other companies consolidated: Scranton and Providence Passenger Railway Company.

Date of consolidation: May 25, 1868.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered by act of assembly, approved 23d of March, 1865 (P. L. 1866, p. 1199). The different lines were constructed soon after the charter was obtained, were operated by horses until 1888 when the roads were rebuilt and extended, and electricity was adopted as the motive power.

In December, 1890, the company leased the lines of the Scranton Suburban Railway Company for 999 years, and now operates that company. The Scranton Passenger Railway Company is owned and operated by this company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Lackawanna avenue to Jefferson, through Bank, Madison, Pine, Quincy to Dunmore; Lackawanna, through Wyoming, Mulberry, Penn, Capouse, Green Ridge, Sanderson, to Green Ridge; Lackawanna through Wyoming, Mulberry, Penn, Carbon, North Main, to Providence; Lackawanna, through Robinson, South Main, Eynon, Washburn, Swetland and Seventh street, to Hyde Park; Lackawanna, through Franklin, Spruce, Adams, Gibson, Washington, Green Ridge, to Green Ridge (Suburban line); and from Washington, through Marion, Adams, Electric and Chestnut, to Dunmore (Suburban line); and from Adams, through Linden, Jefferson, Mulberry, Prescott, Vine, Lincoln and Olive, to Nay Aug Falls (Crosstown line); and from Lackawann through Mattes, Cedar and Pittston (South Side line).

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 50
Tickets in packages of eleven sold for (South Side line only),	50

SUMMARY OF PAYMENTS.

For construction, new car-house, $41,406.52; road and line, $27,464.55;	$68,781 07
For equipment,	19,262 12
For maintaining the road or real estate of the corporation, and operating the road,	118,032 12
For interest,	33,217 81
For miscellaneous,	12,743 83
For payments made to surplus fund,	21,651 09
For municipal taxes,	393 35
For state taxes,	2,409 50
Total,	$276,490 89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$466,399 70	Capital stock,	$425,000 00
Cost of equipment,	116,334 82	First mortgage bonds,	200,000 00
Cost of electric power plant,	95,254 90	General mortgage bonds,	100,000 00
Cost of real estate,	29,980 78	Loan account,	46,750 00
Treasury stock,	466 67	Bills payable,	5,000 00
Laurel Hill Park stock,	425 00	Vouchers payable,	3,077 09
Scranton Passenger Railway stock,	25,000 00	Pay roll, etc. (June),	7,180 08
Treasury bonds (general mortgage not yet sold),	50,000 00	Coupon account (People's),	5,000 00
Cash on hand,	5,821 25	Coupon account (Scranton Passen- Railway Company),	1,000 00
Linden street car-house,	41,406 52	Coupon account (Scranton Suburban Railway Company),	2,000 00
Implements and tools,	2,245 07	Scranton Suburban Railway Com- pany, equipment,	20,885 64
Furniture and fixtures,	564 85	Profit and loss account,	47,639 09
Suburban Railway Company,	19,237 34		
I. A. Tiner, trustee,	10,395 00		
Total,	$863,531 90	Total,	$863,521 90

STOCK AND DIVIDENDS.

Balance for the year or surplus,	$21,651 09
Surplus at commencement of the year,	25,988 00
Total surplus,	47,639 09

Surplus invested as follows:

New equipments, new construction, new car-house, machinery, etc.,	$47,639 09

IMPORTANT CHANGES DURING THE YEAR.

New car-house built, new overhead line construction, and new motors and equipments. Track improved by paving and putting in new curves and branch-offs.

PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William W. Colket,	Philadelphia.
Secretary, Treasurer,	T. W. Pennypacker,	Delaware county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Winfield S. Wilson,	Chester county, Pa.	John Markoe,	Philadelphia.
William Cochran,	Philadelphia.	Collins W. Walton,	Philadelphia.
John M. Chesnut,	Philadelphia.	John A. Brown, Jr.,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the Philadelphia Traction Company, successors to the West Philadelphia Passenger Railway Company, lessee of Philadelphia City Passenger railway.

General offices of the company at 202 Walnut Place, Philadelphia.

For information relating to this report, address W. W. Colket, president.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the act of assembly passed March 26, 1859. Date of charter April 9, 1859.

Construction—Rails laid on white and yellow pine stringers on cross-ties with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Forty-second and Chestnut down Chestnut to Front, to Walnut, to Twenty-second, to Chestnut, to depot at Forty-second and Chestnut streets.

Branch line—Leaves Chestnut street at Thirty-second street, up Thirty-second to Lancaster avenue, to Belmont avenue, to Fairmount park.

Branch line—Leaves Chestnut street at Woodland avenue; along Woodland avenue to Darby road, to borough of Darby, in Delaware county.

SUMMARY OF PAYMENTS.

For dividends,	$150,000 00
For office expenses (including salaries),	2,379 52
Total,	$152,379 52

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$875,842 88	Capital stock,	$475,000 00
Cash,	83,243 82	Mortgage bonds,	200,000 00
		Debenture bonds,	100,000 00
		Mortgage bonds, Philadelphia and Darby Railway Company,	43,000 00
		Unclaimed interest and dividends,	1,052 20
		Rental of road account,	75,000 00
		Profit and loss,	65,034 50
Total,	$959,086 70	Total,	$959,086 70

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1891, 7½; January 11, 1892, 7½.

Paid in dividends, cash,	$150,000 00
Balance for the year, or surplus,	404 77
Surplus at commencement of the year,	6,786 85
Total surplus,	7,191 62

Surplus invested as follows:

Cash,	$7,191 62

The Philadelphia City Passenger railway is leased to the West Philadelphia Passenger Railway Company for 900 years, beginning with the first day of January, 1884.

PHILADELPHIA AND DARBY RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Beauvean Borie,	Philadelphia.
Secretary, Treasurer,	William W. Colket,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia.	Charles J. Walton,	Philadelphia.
William W. Colket.	Philadelphia.	Benjamin S. Kunkel,	Philadelphia.
Christian W. Kunkel,	Philadelphia.	Thomas U. Walker,	Chester county, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The Philadelphia Traction Company, operating the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway Company, lessee of the Philadelphia and Darby railroad.

General offiees of the eompany at 202 Walnut Plaee, Philadelphia.
For information relating to this report, address William W. Colket, secretary.
What kind of power is used for propelling the ears on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railroad Company was ineorporated by the aet of assembly approved April 28, 1857, with a eapital stoek of ten thousand shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and re-organized as the Philadelphia and Darby Railway Company, May 2, 1881, with a capital stock of four thousand shares at a par value of fifty dollars per share.

Construetion: Rails laid on stringers plaeed on eross-ties, with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From the borough of Darby, in Delaware county, along Darby road to Woodland avenue, along said avenue to Market street, Philadelphia.

SUMMARY OF PAYMENTS.

For miseellaneous organization expenses, ...	$50 00

STOCK AND DIVIDENDS.

Date and rate per eent. of all cash dividends on stoek of original and consolidated companies during the year: The dividends are paid directly to the stockholders by the lessees, in accordance with the terms of the lease.

The Philadelphia and Darby railway is leased to the Philadelphia City Passenger Railway Company for nine hundred and ninety-nine years, beginning with the first day of January, 1870.

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Oliver Hopkinson, ...	Philadelphia.
Secretary and Treasurer, ...	Lewis S. Renshaw, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Hicks Conrad, ...	Philadelphia.	Edward S. Buckley, ...	Philadelphia.
James McManes, ...	do.	Samuel W. Woodhouse, . . .	do.
Richard Dale, ...	do.	Morris L. Fell, ...	do.

Date of annual meeting for election of direetors: Third Tuesday in January.
By whom is the road operated? Philadelphia Traction Company.
General offices of the eompany at 1001 Chestnut street, Philadelphia.
For information relating to this report, address the secretary.
What kind of power is used for propelling the ears on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On December 31, 1890, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company, for nine hundred and ninety-nine years from January 1, 1891, at a rental of $43,225 per annum ($3.50 per share), for the first five years, and $49,400 per annum ($4.00 per share) thereafter. In addition to the rental the lessee pays all taxes, running expenses, etc.

SUMMARY OF PAYMENTS.

For dividends,	$33,980 00
For miscellaneous,	877 75
Total,	$34,857 75

GENERAL BALANCE SHEET.

DR.		CR.	
Road and equipment,	$249,514 40	Capital stock,	$309,207 00
Schuylkill River Passenger railway stock,	49,050 00	Conductors and drivers' deposits,	26 19
Over issue stock,	10,000 00	Dividends 9, 10, 13, 15,	51 03
Cash,	11,546 36	Profit and loss,	10,826 54
Total,	$320,110 76	Total,	$320,110 76

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 8, 1891, 3 per cent., $18,525.00; January 12, 1892, 2½ per cent., $15,437.50.

Paid in dividends, cash,	$33,962 50

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Peter A. B. Widener,	Philadelphia.
First Vice President,	Wm. L. Elkins,	do.
Second Vice President,	George D. Widener,	do.
Secretary,	D. W. Dickson,	do.
Treasurer,		
General Superintendent,	James T. Gorman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.	Thomas Dolan,	Philadelphia.
Wm. L. Elkins,	do.	Joseph B. Altemus,	do.
James McManes,	do.	George W. Elkins,	do.

Date of annual meeting for election of directors: Last Tuesday in November of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner of Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of present charter: November 28, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Richmond branch.—Depot, Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Twelfth, to Sansom, to Thirteenth, to Jefferson, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York, to Thompson, to the depot.

Fairmount branch.—Depot, Twenty-third and Brown streets. On Twenty-third street to Wallace, to Franklin, to Race, to Seventh, to Market, to Delaware avenue; return to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to the Park, and east on Poplar to Twenty-ninth, to Brown, to the depot.

Fourth and Lawrence streets branch.—Depot, Lehigh Avenue and Hancock streets. Indiana avenue and Lawrence street south on Lawrence to Manor, to Montgomery avenue, to Randolph, to Master; return on Master to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Columbia avenue branch.—Depot, Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue; return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-second, and from Thirty-second street east on Columbia avenue to the depot.

Jefferson street branch.—Depot, Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to the Park; return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to the depot.

Eighteenth and Twentieth streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to the depot.

York and Dauphin streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to York, to Twenty-seventh, to Dauphin, to Thirty-third; return on Dauphin to Twenty-seventh, to York, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth to place of starting.

Seventeenth and Nineteenth streets branch.—Depot, Seventeenth and Berks streets. On Seventeenth street to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Susquehanna avenue, to Seventeenth, to the depot.

Twelfth and Sixteenth streets branch.—Depot, Twelfth and Susquehanna avenue. On Twelfth street to Snyder avenue, to Sixteenth, to Susquehanna avenue, to the depot.

Christian street branch.—Depot, Twentieth and Wharton streets. On Twentieth to Ellsworth, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Nineteenth, to Wharton, to the depot.

Nineteenth and Twentieth streets branch.—Depot, Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to the depot.

Catharine and Bainbridge streets branch.—Depot, Thirty-sixth and Gray's Ferry road. On Gray's Ferry road to Bainbridge street, east on Bainbridge to Front, south on Front to Catharine, west on Catharine to Gray's Ferry road, southwest on Gray's Ferry road to the depot.

Seventeenth and Eighteenth streets branch.—Depot, Twentieth and Wharton streets. From Reed street north on Eighteenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Seventeenth, to Reed, to Eighteenth, place of starting.

Market street branch.—Depot, Forty-first and Haverford streets. On Forty-first street to Market, to Delaware avenue, returning by same route.

Baring street branch.—Depot, Forty-fourth and Columbia avenue. From Forty-fourth street and Elm avenue east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth, to Baring, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Hutton, to Forty-first, to Elm avenue, to Forty-fourth, place of starting.

Haddington branch.—Depot, Forty-first and Haverford streets. On Haverford street to Sixty-seventh; returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third and Haverford street to the depot.

Market street extension.—Depot, Forty-second and Chestnut streets. West on Market street from Forty-first to Sixty-third, to Vine; returning the same route.

Spruce street branch.—Depot, Forty-ninth street and Woodland avenue. East on Woodland avenue to Forty-seventh, to Chester avenue, to Forty-first, to Spruce, to Woodland avenue, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to the depot.

Lancaster avenue branch.—Depot, Forty-fourth street and Columbia avenue. On Forty-fourth street to Lancaster avenue, to Thirty-second, to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Forty-fourth, to Elm avenue, and return on Forty-fourth street to the depot.

Chestnut street branch.—Depot, Forty-second and Chestnut streets. On Forty-second street to Baltimore avenue; return on Forty-second to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to the depot.

Darby branch.—Depot, Forty-ninth street and Woodland avenue. From the borough of Darby, in Delaware county, on Darby road to Woodland avenue, to Thirty-second and Market streets; returning by the same route.

McKean street branch.—Depot, Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Seventh and Ninth streets extension.—Depot, Lehigh avenue and Hancock street. Starting from Broad and Lehigh avenue, east on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue, to Broad street.

Belgrade street branch.—Depot, Norris and Thompson streets. Starting from Lehigh avenue and Memphis street, on Memphis to Palmer, to Front and Harrison, on Harrison to Howard, to Columbia avenue, to Franklin, to Thompson, to Marlborough, to Belgrade, to York, to Cedar, to Lehigh avenue, to Memphis, place of starting.

Gray's Ferry branch.—Depot, Twentieth and Wharton streets. Starting from Dickinson and Twenty-second street north on Twenty-second to Ellsworth, to Twenty-third, to Spruce, to Third, to Dock, to Second, to Pine, to Twenty-second, to Christian, to Twenty-first, to Long Lane, to Dickinson, place of starting.

Twenty-second and Twenty-third streets branch.—Depot, Twentieth and Wharton streets. Starting at Twenty-second and Pine streets on Pine to Twenty-third, to Callowhill, to Twenty-fifth, to Green; return on Twenty-fifth, to Hamilton, to Twenty-second, to Pine, place of starting.

Poplar street branch.—Depot, Twenty-third and Brown streets. Starting from Twenty-ninth and Master on Twenty-ninth to Poplar, to Fifteenth, to Locust, to Thirteenth, to Master, to Twenty-ninth, place of starting.

Thirteenth and Fifteenth streets branch.—Depots, at Fifteenth and Cumberland and Thirteenth and Jackson streets. On Fifteenth from Cumberland to Mifflin, to Broad, to Jackson, to Thirteenth, to Cumberland, to place of starting.

North Broad Street.—Depot, Fifteenth and Cumberland streets. On Fifteenth to Glenwood avenue, to Broad, to Germantown road, and return the same route.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets (transfers),	08

SUMMARY OF PAYMENTS.

Hay,	$197,878 45
Corn,	221,143 27
Oats,	5,835 16
Bran,	16,652 28
Straw,	17,502 23
Stable (labor),	188,396 05
Stable (material),	9,544 06
Blacksmithing,	56,580 01
Harness,	12,437 90
Horses,	97,612 37
Street repairs,	63,485 53
Car repairs,	82,978 77
Gas,	16,898 96
Oil,	3,665 42
Royalty and detective,	6,460 63
Conductors, drivers and gripmen,	888,398 06
Wages,	107,605 55
Salaries,	30,850 00
Printing,	6,255 32
Real estate repairs,	16,313 03
Stationery,	1,726 09
Water rents,	10,323 35
Insurance,	15,962 35
Taxes,	223,827 52
Damages,	58,208 49
Miscellaneous,	38,064 52
Engine and mill,	6,021 56
Rents,	1,631 71
Electrical light,	9,448 89
Cable sundries,	4,877 30
Cable wages,	107,388 11
Cable oil,	13,472 08
Cable coal,	33,133 81
Cable grip labor,	14,256 14
Cable grip material,	15,023 31
Cable repairs,	39,424 39
Cable rope,	77,110 21
Total,	$2,716,392 88

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$153,091 17	Capital stock,	$6,000,000 00
Stock,	3,085,613 82	Bonds,	1,170,260 00
Equipment,	563,270 04	Open accounts,	1,240,121 95
Construction,	431,371 90		
Open accounts,	4,177,035 02		
Total,	$8,410,381 95	Total,	$8,410,381 95

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Six per cent. on par value of capital stock.

Paid in dividends, cash, ... $330,000 00

IMPORTANT CHANGES DURING THE YEAR.

Philadelphia Traction leased Thirteenth and Fifteenth Street Passenger Railway Company for the term of 999 years from January 1, 1892.

PITTSBURG, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Frederick Gwinner,	Allegheny, Pa.
Vice President,	C. L. Magee,	Pittsburg.
Secretary, Treasurer,	A. M. Neeper,	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Frederick Gwinner,	Allegheny, Pa.	Geo. B. Hill,	Allegheny, Pa.
C. L. Magee,	Pittsburg.	John H. Dalzell,	do.
Joshua Rhodes,	Allegheny, Pa.		

Date of annual meeting for election of directors: Third Monday in January.

By whom is the road operated? Pittsburg, Allegheny and Manchester Traction Company.

With what other companies consolidated? Leased to and contracted to be operated by Pittsburg, Allegheny and Manchester Traction Company, July 25, 1890.

Date of consolidation: Lease and contract to Pittsburg, Allegheny and Manchester Traction Company executed July 25, 1890.

General offices of the company at Liberty and Market streets, Pittsburg.

For information relating to this report, address A. M. Neeper, secretary, Pittsburg.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 12, 1859. Main line and branches constructed and operated from time to time, from date of incorporation to summer of 1866. Capital stock fixed by charter at $75,000.00, and increased from time to time to $350,000.00.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Main line.—From corner Union and Liberty avenue, in city of Pittsburg, to Sixth street, to Suspension bridge, to Federal street, Allegheny, to West Ohio street, to Western avenue, to Bidwell street, to Pennsylvania avenue, to Beaver avenue, to Island avenue.

Rebecca street branch.—Leave main line at corner Lacock and Federal streets; thence via Lacock to Craig street, to Rebecca street, to Beaver avenue, to Island avenue.

East Ohio street (Troy Hill) branch.—Leaves main line corner Federal and Ohio streets; thence via East Ohio street to line of Duquesne borough.

Duquesne Way branch.—Leaves main line at Sixth street and Duquesne way; thence via Duquesne way to Fifth street, to Liberty avenue, to Sixth street, to Main line.

SUMMARY OF PAYMENTS.

Total,	$37,500 00

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$124,998 55	Capital stock,	$350,000 00
Pittsburg, Allegheny and Manchester Traction Company,	210,642 91		
Profit and loss,	14,258 54		
Rental account,	100 00		
Total,	$350,000 00	Total,	$350,000 00

PITTSBURG, ALLEGHENY AND MANCHESTER TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John H Dalzell,	Allegheny, Pa.
Vice President,	Joshua Rhodes,	Allegheny, Pa.
Secretary,	A. M. Neeper,	Pittsburg.
Treasurer,	William Montgomery,	Pittsburg.
General Manager,	G. F. Greenwood,	Allegheny, Pa.
Superintendent,	John S. Irwin,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John H. Dalzell,	Allegheny, Pa.	George B. Hill,	Allegheny, Pa.
Joshua Rhodes,	Allegheny, Pa.	Frederick Gwinner,	do.
C. L. Magee,	Pittsburg.		

By whom is the road operated? Pittsburg, Allegheny and Manchester Traction Company.

Date of consolidation: Date of leases, July 25, 1891—Pittsburg, Allegheny and Manchester Passenger Railway Company, term nine hundred and ninety-nine years; Pittsburg Union Passenger Railway Company, term nine hundred and eighty-five years.

General offices of the company at corner Market and Liberty streets, Pittsburg.

For information relating to this report, address A. M. Neeper, secretary, Bakewell building, Pittsburg.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized December 14, 1889, with a capital stock of $5,000.00, 100 shares par value, $50.00, which was increased to $3,000,000.00, May 29, 1890.

After the increase of the capital stock, the company, on July 25, 1890, leased the property and franchises of the Pittsburg, Allegheny and Manchester Passenger Railway Company for the term of nine hundred and ninety-nine years, and on the same date the property and franchises of the Pittsburg Union Passenger Railway Company for the term of nine hundred and eighty-five years, having previously contracted to equip their roads with necessary apparatus, and to operate the same as electrical roads.

On August 4, 1890, the contract for reconstruction of the passenger railways was let.

The foundation of the road-bed was constructed with concrete, in which were laid oak ties, the rails being the girder flange rail mounted upon chairs fixed to the ties. The over-head system of wiring is used in the operation of the road.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From corner Sixth and Liberty streets, Pittsburg, along Sixth to Suspension bridge, to Allegheny City; thence via Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue to Beaver avenue, along Beaver and Island avenue to Preble avenue.

From Federal street along East Ohio to Chestnut street.

From Federal street along Lacock to Craig, to Rebecca street, to Beaver avenue, to Pennsylvania avenue.

From Federal street along Robinson to School street, to South avenue, to Allegheny avenue, to Franklin street, to Sedgewick street, to Washington avenue, to Beaver avenue.

On Franklin street from Sedgewick to Fulton, along Fulton to Washington avenue.

On Preble avenue from Island avenue to Hanover street, to McClure avenue, to Gass avenue.

From Suspension bridge (Pittsburg end) along Duquesne way to Fifth street, to Liberty avenue, to Market street.

Connects with Citizens' Traction Company, Pittsburg Traction Company, Pittsburg Union Passenger Railway Company and Federal Street and Pleasant Valley Railway Company.

Union Line.—From corner Fifth avenue and Market street, Pittsburg, along Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street to Union bridge, across bridge to Grant avenue, Allegheny City, along Grant avenue to South avenue, to Allegheny avenue, to Franklin street, to Fulton street, to Washington avenue, to Market street, to Staunton avenue, to car house; thence along Preble avenue to Hanover street, to McClure avenue, to Woods Run avenue; the terminus connects with Pittsburg, Allegheny and Manchester Passenger Railway Company and Pittsburg West End Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 45

SUMMARY OF PAYMENTS.

For construction,	$333,953 74
For equipment,	340,602 24
For maintaining the road or real estate of the corporation, and operating the road,	284,598 56
For interest,	64,358 20
For dividends,	36,469 60
For municipal taxes,	2,100 08
Total,	$1,062,082 42

GENERAL BALANCE SHEET.

DR.			CR.		
Stock Pittsburg, Allegheny and Manchester Railway Co.,	$2,450,000 00		Capital stock,		$3,000,000 00
Stock Pittsburg Union Railway Company,	464,566 67		Funded debt,		1,455,000 00
Stock Union Bridge Company,	612 50		Bonds Pittsburg, Allegheny and Manchester Passenger Railway Company,		100,000 00
Stock Pittsburg Produce Exchange,	10 00		Bonds Pittsburg Union Passenger railway,		100,000 00
Investment account, stock Pittsburg, Allegheny and Manchester Traction Co.,	1,928 57		Personal property Pittsburg, Allegheny and Manchester Passenger railway,	$60,142 39	
		$2,917,117 74	Personal property Pittsburg Union,	22,405 55	
					82,547 94
Lease Pittsburg, Allegheny and Manchester Passenger Railway Company,	$252,289 81		Profit and loss,		79,826 85
Lease Pittsburg Union Passenger railway,	135,876 30		Bills payable,		232,457 39
		388,166 11	Accounts payable,		503 62
Real estate,		50,900 00	Rentals,		220 97
Cash,		3,215 25			
Construction,		958,156 16			
Equipment,		452,568 18			
Treasury stock Pittsburg, Allegheny and Manchester Traction Company,		80,433 33			
Bonds in hands treasurer,		200,000 00			
Total,		$5,050,556 77	Total,		$5,050,556 77

PITTSBURG AMD BIRMINGHAM PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. Sellers McKee,	Pittsburg
Secretary, Treasurer,	T. J. Tener,	Osborne, Pa.
General Superintendent,	Miller Elliott,	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. Sellers McKee,	Pittsburg.	Thomas M. McKee,	Pittsburg.
D. Z. Brickell,	do.	E. E. Denniston,	Philadelphia.
M. A. Verner,	do.		

Date of annual meeting for election of directors: Second Tuesday in October.
By whom is the road operated? Pittsburg and Birmingham Traction Company.
General offices of the company at Pittsburg.
For information relating to this report, address T. J. Tener, Pittsburg.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued July 5, 1859.
Leased November 19, 1889, to the Pittsburg and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

See report of operating company, Pittsburg and Birmingham Traction Company

SUMMARY OF PAYMENTS.

For dividends,	$24,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$63,800 00	Capital stock,	$200,000 00
Construction,	124,789 08	Bond and mortgage.	75.000 00
Profit and loss,	31,247 39	Pittsburg and Birmingham Traction Company,	287 51
Equipment,	55,451 04		
Total,	$275,287 51	Total,	$275,287 51

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November, 1891. Paid dividend of six dollars per share, $24,000.00, being at six per cent. per annum for two years on the capital $200,000.00.

PITTSBURG AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. Sellers McKee,	Pittsburg.
Vice President,	D. Z. Brickell,	Pittsburg.
Secretary,	T. J. Tener,	Osborne, Pa
Treasurer,	Daniel Beech,	Pittsburg.
General Superintendent,	Miller Elliott,	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES
H. Sellers McKee,	Pittsburg.	Thos. M. McKee,	Pittsburg.
D. Z. Brickell,	Pittsburg.	Thos. H. Bakewell,	New York.
Murry A. Verner,	Pittsburg.	T. H. Given,	Pittsburg.
E. E. Denniston,	Philadelphia.		

Date of annual meeting for election of directors: Second Tuesday in October.

By whom is the road operated? Pittsburg and Birmingham Traction Company.

General offices of the company at Pittsburg.

For information relating to this report, address T. J. Tener, secretary.

What kind of power is used for propelling the cars on your road? Main line—Electricity. Short line—Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued to the Pittsburg and Birmingham Traction Company, August 15, 1889.

Pittsburg and Birmingham Passenger Railroad Company, including the South Side Passenger Railroad Company, leased November 19, 1889, to the Pittsburg and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main line: From Carson and Thirty-fourth street, along Carson, west to and over bridge to Smithfield street, to Liberty street, to Union depot; thence back by same route.

Short line: From car house Thirtieth and Carson streets, along Thirtieth to Sarah, along Sarah to Tenth street, along Tenth street to and over Birmingham bridge to Second avenue, along Second avenue to Grant, along Grant street to Third avenue, along Third avenue to Market street, along Market street to Fourth avenue, along Fourth avenue to Grant street, along Grant street to Second avenue; thence back by same route to Thirtieth and Carson streets.

New line, now laying: From Twenty-eighth and Jane streets, on Jane street to Eighteenth street, to Sidney street, to Seventeenth street, to Bingham street, to Tenth street, to McKean street, to Sixth street, all in South Pittsburg. Single track not yet in operation.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of twenty and upward sold at	5 ct. rate.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$168,650 42
For interest,	100,118 75
For miscellaneous (rent two years),	24,000 00
For state taxes,	4,590 83
Total,	$297,360 00

GENERAL BALANCE SHEET.

DR.		CR.	
Property and railway,	$2,895,750 00	Capital stock,	$3,000,000 00
Improvement,	1,600,865 10	Profit and loss,	120,848 33
Monongahela Bridge Company, advance,	179,407 09	Bond and mortgage,	1,500,000 00
Stocks in other companies,	573,250 00	Bonds guaranteed,	469,000 00
Stock in Monongahela Water Company,	900 00	Bills payable,	127,324 39
Cash,	13,038 30	Accounts payable,	34,549 50
Accounts receivable,	13,450 48	Accrued bond interest,	30,615 00
Coupon deposit (cash),	2,100 00	Coupons matured (unpresented),	2,100 00
Feed,	284 25		
Horses,	5,392 00		
Total,	$5,284,437 22	Total,	$5,284,437 22

IMPORTANT CHANGES DURING THE YEAR.

We have taken leases of the Pittsburg Incline Plane and the Mt. Oliver Incline Plane, running to the south side hill tops, and have operated them since December 1, 1891. The Mt. Oliver lease also gives us their street railway lines extending back on the hills into Knoxville and Allentown, which lines we are now changing to electric power. We are also changing our short line from horse power to electric equipment from the foot of the planes over the upper Monongahela or Birmingham bridge to Market street, Pittsburg, which will provide rapid transit between Knoxville, Allentown and Mt. Oliver, and the city via the planes.

PITTSBURG INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	RESIDENCES.	RESIDENCES.
President,	J. F. Grimes,	Knoxville, Pittsburg.
Secretary,	Robert C. Cornelius,	do. do.
Treasurer,		
General Manager,	W. J. Hunter,	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. F. Grimes,	Knoxville, Pittsburg.	E. J. Mathews,	Philadelphia.
Francis Rawle,	Philadelphia.		

Date of annual meeting for election of directors: December 1.

By whom is the road operated? Pittsburg and Birmingham Traction Company.

With what other companies consolidated? Leased December 1, 1891.

General offices of the company at Knoxville, Pittsburg, Pa.

For information relating to this report, address J. F. Grimes, president, Knoxville, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road? Steam, with wire ropes.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The road is leased to one of the branches of the Pittsburg and Birmingham Traction Company for 999 years, on the net annual rental of $15,000. The lessees to pay all and every form of taxes, either on capital stock, bonds or otherwise.

For further information, or to complete this report, you will have to apply to the Pittsburg and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Forty hill, in Twenty ninth ward, Pittsburg, on Bradford street, to Washington avenue, on top of hill, in Thirty-first ward, same city.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	1 25

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, for five months,	$11,023 46
For interest,	7,500 00
For dividends,	5,625 00
For miscellaneous,	4,303 79
For municipal taxes,	481 06
For state taxes,	225 00
Total,	$29,158 31

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: February 1, 1892, 1½; May 1, 1892, 2½.

Paid in dividends, cash,	$5,625 00

PITTSBURG, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President,	William L. Elkins,	Philadelphia.
Secretary, Treasurer,	J. G. Traggardh.	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William L. Elkins,	Philadelphia.	Thomas S. Bigelow,	Pittsburg.
P. A. B. Widener,	Philadelphia.	J. Z. Wainwright,	do.
George W. Elkins,	Philadelphia.	George C. Wilson,	do.
George W. Elkins,	Pittsburg.		

Date of annual meeting for election of directors: Third Monday of November.

The property and franchises of the Pittsburg, Oakland and East Liberty Passenger Railway Company, were, on the 17th day of June, 1887, leased to the Pittsburg Traction Company, for the term of nine hundred and ninty-nine years, which company has since that date operated the road, and as to all questions hereinafter put to which answers are not appended, you are respectfully referred to the report of that company.

General offices of the company at 6006 Penn avenue.

For information relationg to this report, address J. G. Traggardh, secretary, 6006 Penn avenue, Pittsburg.

HISTORY OF ORGANIZATION AND CONSTRUCTION

Date of corporate charter, April 8, 1859.

PITTSBURG TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. W. Elkins.	Pittsburg.
Vice President.	C. L. Magee,	do.
Secretary.	J. G. Traggardh,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. W. Elkins,	Pittsburg.	William Flinn,	Pittsburg.
P. A. B. Widener.	Philadelphia.	Geo. C. Wilson,	Pittsburg.
W. L. Elkins,	Philadelphia.	Geo. W. Elkins,	Philadelphia.
C. L. Magee,	Pittsburg.		

Date of annual meeting for election of directors: Third Monday of November, each year.

By whom is the road operated? The Pittsburg Traction Company.

With what other companies consolidated? The Pittsburg, Oakland and East Liberty Passenger Railway Company, Central Transit Company.

Date of consolidation: June 17, 1887.

General offices of the company at No. 6006 Penn avenue, Pittsburg.

For information relating to this report, address John G. Traggardh, secretary, 6006 Penn avenue, Pittsburg.

What kind of power is used for propelling the cars on your road? Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburg Traction Company was organized April 14, 1887, with an authorized capital of two million five hundred thousand dollars payable in instalments. Up to date one million nine hundred thousand dollars of this has been paid in.

After securing control of the Pittsburg, Oakland and East Liberty Passenger Railway Company, the work of changing said road from horse-power to cable was commenced, and by November, 1888, the whole line, including that part of Central Transit Company from Wylie avenue to its terminus at Liberty avenue, was operated by cable.

CHARACTERISTIC OF ROAD.

Route of road, streets occupied, and connections: From Liberty street through Fifth avenue to Shady avenue; thence by Penn avenue to company's East Liberty depot; thence returning by Highland avenue to point of starting.

RATE OF FARE FOR PASSENGERS.

Single fare,	3 and 5 cts.
Tickets in packages of 500 sold for	25

SUMMARY OF PAYMENTS.

For construction,	$787 36
For equipment,	6,535 10
For maintaining the road or real estate of the corporation, and operating the road,	256,937 84
For interest,	38,430 00
For dividends,	75,000 00
For United States taxes,	11,326 37
Total,	$389,016 67

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investments and real estate,	$1,272,684 69	Capital stock,	$2,500,000 00
Construction,	1,269,715 60	First mortgage coupon bonds,	750,000 00
Equipment,	167,287 64	Bonds of P., O. & E. L. R. Co., assumed by this company,	7,000 00
Cash,	30,748 93	Mortgage on lots on Fifth avenue,	10,000 00
Instalments uncalled,	600,000 00	Montbly vouchers for supplies,	4,202 15
		Surplus,	69,234 71
Total,	$3,340,436 86	Total,	$3,340,436 86

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: May 16, 1892, one dollar and fifty cents per share.

Paid in dividends, cash, $75,000 00

IMPORTANT CHANGES DURING THE YEAR.

December 17, 1891, an operating contract was executed between this company and the Duquesne Traction Company, to take effect January 1, 1892, for the period of ninety-nine years. The reasons inducing the making of said contract, as expressed therein, are the facilitating of the carrying of passengers, the avoidance of dangerous crossings, the better accommodation of the traveling public, etc., etc. By this contract this company assumes the operation of the railways formerly operated by the Duquesne Traction Company, and agrees to collect all receipts and make all disbursements for the operation of the two roads. A division of net earnings of both roads is made every six months, on the basis of $\frac{575}{1000}$ for this company to $\frac{425}{1000}$ for the Duquesne Traction Company.

PITTSBURG UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	J. W. Dalzell,	Allegheny, Pa.
Secretary,	A. M. Neeper,	Pittsburg.
Treasurer,	William Montgomery,	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. W. Dalzell,	Allegheny, Pa.	J. H. Dalzell,	Allegheny, Pa.
C. L. Magee,	Pittsburg.	William Montgomery,	Pittsburg.
Joshua Rhodes,	Allegheny, Pa.	Geo. B. Hill,	Allegheny, Pa.
Frederick Gwinner,	Allegheny, Pa.		

Date of annual meeting for election of directors: Third Monday in January.

By whom is the road operated? Pittsburg, Allegheny and Manchester Traction Company.

With what other companies consolidated? None. Leased to above Traction Company.

Date of consolidation: Leased July 25, 1890.

General offices of the company at corner Market and Liberty streets, Pittsburg.

For information relating to this report, address A. M. Neeper, secretary, Pittsburg.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Union Passenger Railway Company: Articles of association dated October 3, filed November 2, 1878, letters patent issued November 2, 1878.

Pittsburg Union Passenger railway: Articles of association dated August 27, 1879, filed August 30, 1879, letters patent issued August 30, 1879.

The above companies were consolidated August 26, 1881, under name of Pittsburg Union Passenger Railway Company, and a copy of the articles of consolidation was forwarded to the Secretary of State on same day. The track was laid during the spring and summer of 1881, and the first cars were run in the latter part of July, 1881.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From corner Fifth avenue and Market street, along Fifth avenue, Liberty street, Fifth street, Penn avenue and Water street, to Union bridge, across bridge to Grant avenue, along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Stanton avenue, to stable and car house; thence along Preble avenue, Hanover street, and McClure avenue, to Woods Run avenue, the terminus; connects with Pittsburg, Allegheny and Manchester Passenger railway and Pittsburg West End Railway Company.

SUMMARY OF PAYMENTS.

For miscellaneous,	$6,213 74

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$14,878 85	Capital,	$82,755 00
Lease, Pittsburg, Allegheny and Manchester Traction Company,	11,447 25		
Rental,	120 97		
Profit and loss,	56,307 93		
Total,	$82,755 00	Total,	$82,755 00

PITTSBURG AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	John C. Reilly	Pittsburg.
Vice President	Thomas S. Bigelow	do.
Secretary	William V. Callery	do.
Treasurer and General Manager	William J. Burns	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John C. Reilly	Pittsburg.	W. V. Callery	Pittsburg.
Thomas S. Bigelow	do.	William J. Burns	do.
J. D. Callery	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? William J. Burns.

General offices of the company at Wabash avenue, Thirty-sixth ward, West End, Pittsburg.

For information relating to this report, address William J. Burns, treasurer and general manager.

What kind of power is used for propelling the cars on your road: Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of this company was granted, March 26, 1879, and the ordinance was passed in April. The road was constructed and in operation July 4, same year. The road was opened with seven cars, and there is now twenty cars in operation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at Market street and Fifth avenue; Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street, to Point bridge, over Point bridge, to Carson street, to Main street, to Wabash avenue, to car stables in Thirty-sixth ward. Extensions from Point bridge, east on Carson street to Monongahela bridge, and west on Carson street to city line; then on Chartiers and Robinson township turnpike road to Chartiers (now McKeesport Rocks borough), in Stowe township.

The Union Passenger Railway Company connects with this line at Penn avenue and Water street. The following connections are made with other companies: at Penn avenue and Fourth street, with the Second Avenue Passenger Electric Railway Company; at city station, with the Citizens' Cable Traction Company, with the Pittsburg Cable Traction Company, and with the Pittsburg, Allegheny and Manchester Electric Company; at Point bridge with Pittsburg, Chicago and St. Louis railroad, and Pittsburg and Lake Erie railroad, and Duquesne Incline Plane Company, and at Main and Carson with the Sawmill Run railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 06
Tickets in packages of five sold for,	25

SUMMARY OF PAYMENTS.

For construction,	$56,450 04
For maintaining the road or real estate of the corporation, and operating the road,	60,496 39
For interest,	4,746 95
For dividends,	20,000 00
For new passenger cars and horses,	280 00
For payments to loan account,	16,000 00
For miscellaneous,	261 00
For municipal taxes,	710 19
For state taxes,	2,167 28
Total,	$161,111 85

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$205,755 56	Capital stock,	$124,060 14
Equipment,	39,156 31	Bonds,	75,000 00
Sundries,	11,310 52	Bills payable,	100,000 00
Cash,	43,082 12	Profit and loss account,	244 37
Total,	$299,304 51	Total,	$299,304 51

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 31, 1891, cash, $2.50 per share on 4,000 shares; June 30, 1892, cash, $2.50 per share on 4,000 shares; June 30, 1892, scrip, $3.50 per share on 4,000 shares, taken out of profit and loss account.

Paid in dividends, stock, $14,000.00; cash, $20,000.00,	$34,000 00
Balance for the year, or surplus, profit and loss account,	244 37
Surplus at commencement of the year,	3,548 84
Total surplus,	244 37
Surplus invested as follows:	
Material, fuel and stores,	915 27
Total,	$38,952 85

IMPORTANT CHANGES DURING THE YEAR.

Now starting to change from horse-power to electricity. Expect to be in operation by November 1, 1892.

PITTSTON STREET CAR COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary, Treasurer,	John Graham,	Carlisle, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown. Pa.	P. Russ,	Harrisburg. Pa.
W. G. Eno,	Plymouth, Pa.	John Graham.	
J. W. Hollenback,	Wilkes-Barre. Pa.		

Date of annual meeting for election of directors: May 10.
By whom is the road operated? By its officers.
General offices of the company at Wilkes-Barre, Pa.
For information relating to this report, address John Graham, Wilkes-Barre, Pa.
What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was orginally chartered as the Pittston Passenger Railway Company, by act of legislature passed in the year 1873, and operated by said company until the month of February, 1882, when it was sold by the sheriff of Luzerne county, to satisfy the bondholders. It was then reorganized January 1, 1883, under the present name of the Pittston Street Car Company, and has been operated by that company to date.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the intersection of Railroad and Main streets; thence along and upon said Main street to the junction of the Lehigh Valley and the Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western railroad, one and three-fourths miles in length.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$2,956 40

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and real estate,	$10,000 00	Capital stock,	$10,000 00
Cash,	2,914 10	Operating expenses,	2,956 40
Surplus,	42 30		
Total,	$12,956 40	Total,	$12,956 40

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: No dividends.

READING CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	B. F. Owen,	545 Centre avenue, Reading.
Vice President,	James L. Douglass,	211 South Fifth streeet, Reading
Secretary.	Henry A. Muhlenberg,	200 N. Fourth and 520 Washington st., Reading.
Treasurer,		
General Superintendent.	John A. Rigg,	520 Chestnut street, Reading.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Owen,	545 Centre avenue, Reading.
James L. Douglass,	211 South Fifth street, Reading.
William R. McIlvain,	210 North Fifth street, Reading.
Matthew Harbster,	742 Centre avenue, Reading.
William A. Sands,	428 Walnut street, Reading.
Albert Thalheimer,	105 North Eighth street, Reading.
Charles H. Schaeffer,	226 North Fifth street, Reading.
John Rich,	630 Centre avenue, Reading.
Henry A. Muhlenberg,	200 North Fourth street, Reading.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? The Reading City Passenger Railway Company

With what other companies consolidated? The Perkiomen Avenue Passenger Railway Company.

Date of consolidation: The legal consolidation took place April 1, 1889, under the name of the Reading City Passenger Railway Company. By virtue of a resolution of the board of directors, the two corporations were operated and the accounts kept as separate organizations until June 30, 1889.

General offices of the company at northeast corner, second floor, Fifth and Penn streets, Reading, Pa.

For information relating to this report, address B. F. Owen or Henry A. Muhlenberg.

What kind of power is used for propelling the cars on your road? Horse power

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading City Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved December 18, 1873. See Pamphlet Laws of 1874, appendix, page 463, etc.

The Penn Street Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved the third day of April, A. D. 1873. See Pamphlet Laws of 1874, appendix, pages 346 and 349.

The Penn Street Passenger Railway Company was reorganized under the name of the Perkiomen Avenue Passenger Railway Company.

The Reading City Passenger Railway Company and the Perkiomen Avenue Passenger Railway Company were consolidated under and by virtue of the act of the general assembly of the Commonwealth of Pennsylvania, approved May 16, A. D. 1861, in the month of April, A. D. 1889.

The name of the consolidated corporation is the Reading City Passenger Railway Company.

For full history of the organization and construction of the original Reading City Passenger Railway Company see report to Department of Internal Affairs, December 31, 1888.

During the year ending June 30, 1892, thirteen hundred and seventy-five (1,375) shares of stock were issued at par to the stockholders of the company, for which the sum of sixty-eight thousand seven hundred and fifty dollars ($68,750) was received, $18,750 in September, 1891, and $50,000 in February and March, 1892.

The following construction was done during the period named: The single track with sidings on Perkiomen avenue taken up and the streets graded. Double track for about seven squares put down and the space between the two tracks to the outside of the sills on each side paved. All done by order of the city councils.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the foot of Sixth street; north on Sixth street to Windsor street; west on Windsor street to Centre avenue; north on Centre avenue to Robeson street; south on Centre avenue to Fifth street; south on Fifth street to Laurel street; east on Laurel street to Ninth street; north on Ninth street to Cotton street; east on Cotton street to Nineteenth strect; north on Nineteenth street to Mineral Springs Park, with a branch on Sixth street from Windsor street to Robeson street, and a branch on Sixth street to Philadelphia and Reading railroad depot.

Also beginning at foot of Third street; north on Third street to Chestnut street; east on Chestnut street to Fourth street; north on Fourth street to Washington street; east on Washington street to Sixth street; north on Sixth strcet to Walnut street; cast on Walnut street to Eleventh street; north on Eleventh street to Marion street, with branches on Walnut street from Fifth to Sixth streets; on Buttonwood street from Fifth to Sixth streets; on Chestnut street from Fourth to Fifth streets and on Washington street from Second to Fourth streets.

Also beginning at foot of Penn street; east on Penn street to Perkiomen avenue; thence on Perkiomen avenue to Nineteenth street; thence along Mineral Springs lane to Mineral Springs, with a branch from Chestnut street and Perkiomen avenue to Mineral Springs.

Also beginning at Tenth and Penn streets; north along Tenth street to Exeter street; west along Exeter street to Ninth street; south along Ninth street to Penn street.

Also beginning at foot of Bingaman street; east along Bingaman street to Eighth street, and north along Eighth street to Spring street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	07
Tickets in packages of six sold for	25

SUMMARY OF PAYMENTS.

For construction,	$21,187 84
For maintaining the road or real estate of the corporation, and operating the road,	120,013 33
For interest,	6,427 22
For dividends,	14,437 50
For new passenger cars and horses: Cars, $1,600; horses $1,625,	3,225 00
For payments to loan account,	111,053 68
For municipal taxes,	1,427 65
For state taxes,	2,233 28
Total,	$280,005 50

GENERAL BALANCE SHEET.

DR.		CR.	
Fifty-seven squares track at $1,500 per square,	$85,500 00	Capital stock, 7,000 shares at $50 per share,	$350,000 00
Fifth street branch, 26 squares, cost,	31,695 42	First mortgage bonds, due in 1893,	12,000 00
Schuylkill avenue branch, 7 squares, cost,	9,258 95	General mortgage bonds, due in 1909,	100,000 00
Perkiomen avenue passenger railway system, cost as per last report $143,385.90; cost seven squares double track, $13,487.22; total cost,	157,873 12	Common bonds, due in 1893, no interest,	8,800 00
Real estate, Sixth and Minor streets, cost $16,351.16,	18,000 00	Life tickets due in 1893, no interest,	3,000 00
Real estate, South Third street, cost $13,025.54,	16,000 00	Note of company,	1,000 00
Real estate, Tenth and Penn streets,	143 50	Profit and loss, for difference between value of assets and amount of liabilities, including capital stock,	7,869 36
Real estate, Tenth and Exeter streets, cost,	15,931 80		
Real estate, Perkiomen avenue,	4,280 50		
Second street branch, cost,	1,584 76		
Bingaman street branch, cost,	9,021 52		
Mineral Springs road branch, cost,	11,491 02		
Ninth and Tenth street branch road, cost,	22,621 10		
Eleventh street branch,	7,813 03		
Additional construction: Cotton street branch, $400; Windsor street branch, $300; Centre avenue branch, $300, as per last report,	1,000 00		
Deysher real estate, South Third street,	2,060 75		
Eighth street branch,	20 743 60		
Harness and stable fixtures, as per last report,	2,221 20		
Sundry property, as per inventory,	2,385 00		
Three hundred and twenty-four horses, exclusive of eighty horses that belonged to Perkiomen Avenue Passenger Railway Company, *i. e.* 244; horses at $125 per horse,	30,500 00		
Fifty-two passenger cars at $400 per car, exclusive of twenty-three cars that belong to Perkiomen Avenue Passenger railway,	20,800 00		
Cash balance, June 30, 1892,	11,744 09		
Total,	$482,669 36	Total,	$482,669 36

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: There has at no time during the existence of the original Reading City Passenger Railway Company, or since the consolidation of that company with the Perkiomen Avenue Passenger Railway Company, under the name of the first mentioned company, been any issue of stock as a stock dividend.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1891, cash dividend paid 3 per cent. on $281,250, amount of dividend. $8,437.50. January 12, 1892, cash dividend paid 2 per cent. on $300,000, amount of dividend $6,000.

Paid in dividends, cash,	$14,437 50
Balance for the year, or surplus,	11,744 09
Surplus at commencement of the year,	9,817 41
Total surplus,	11,744 09
Surplus invested as follows:	
Cash and loans, bank balances,	11,744 09

The company had on hand on June 30, 1892, an amount of feed in the four stables of the corporation of over seven thousand dollars in value. There were no notes given for feed outstanding against this sum. The company, however, has not taken credit for this sum, as the amount varies considerably from month to month.

IMPORTANT CHANGES DURING THE YEAR.

The construction of a double track on Perkiomen avenue, about seven squares in length. The construction of this double track and the relaying of the old track cost $13,487.22.

READING AND SOUTHWESTERN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry Ahrens,	Reading Pa.
Secretary, Treasurer,	George W. Keim,	do.
Auditors,	F. K. Flood, A. S. Miller,	do.
General Manager, General Superintendent,	George W. Keim,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Augustus W. Hoff,	Reading, Pa.	Henry C. Geissler,	Reading, Pa.
Benjamin Saylor,	do.	G. Fred Mertz,	Reading, Pa.
Cyrus T. Fox,	do.	Wellington Van Reed,	Reading, Pa.
David P. Schlott,	do.	J. B. Sterley,	Reading, Pa.
Frederick R. Bechtel,	do.	Vincent S. Seltzer,	Reading, Pa.
George Eltz,	do.	James W. Shepp,	Philadelphia.

Date of annual meeting for election of directors: Second Monday of January in each year.

By whom is the road operated? Reading and Southwestern Street Railway Company.

General offices of the company at Reading, Pa.

For information relating to this report, address George W. Keim, secretary.

What kind of power is used for propelling the cars on your road? Electric power

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading and Southwestern Street Railway Company was incorporated on the 24th day of November, 1890. A temporary organization had been previously effected, and the company was subsequently organized permanently, under the charter, by the election of a president and board of twelve directors. The construction of the street railway was commenced in the spring of 1891, and the road was enabled to commence business on the 29th of August, 1891, when it was put in operation as far as Shillington, three miles from Reading. Several weeks later the line was completed to its present terminus in Mohnsville, and in November, 1891, the construction of a branch on Franklin street, from Third to Ninth, six squares in length, in the city of Reading, was commenced, and the same was completed in the beginning of the month of December following.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Third and Penn streets in the city of Reading, Pa.; thence on Third street to Chestnut street; thence on Chestnut street to Water street, otherwise known as River road; thence on said Water street, crossing the river Schuylkill to a point on the road leading from the Harrisburg bridge to the Lancaster bridge; thence along said road to the Lancaster road: thence on the Lancaster road to the Sinking Spring road in the village of

Shillington; thence on said Sinkng Spring road to the Mohnsville road; thence on said Mohnsville road to the village of Mohnsville, in the county of Berks, Pa., and returning thence by the same route to Third and Penn streets in the city of Reading, the place of beginning.

From the main line: also a branch extending at Third and Franklin streets in said city of Reading; thence eastward on Franklin street to the western line of Ninth street.

RATE OF FARE FARE FOR PASSENGERS.

Single fare in Reading and as far as Shillington,	$0 05
Fare, Reading to Mohnsville,	10
Round trip, Reading to Mohnsville and return,	15
Books good for fifty rides between Reading and Mohnsville are sold for	3 50

SUMMARY OF PAYMENTS.

For construction,	$96,386 24
For equipment,	43,158 60
For maintaining the road or real estate of the corporation, and operat- the road,	17,583 97
For dividends,	2,760 00
For municipal taxes,	50 00
Total,	$159,938 81

According to the above, it will be seen that the road sustained a loss of $1,179.29. The first dividend declared was based upon the earnings up to December 1, 1891.

During the winter and spring months the road was operated at a loss, this being a suburban line doing its largest business during the months of May, June, July, August, September, October and November. The total disbursements were $159,-938.81; while the total receipts were $158.759.52; showing a loss of $1,179.29.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$139,086 36	Capital.	$130,000 00
Material on hand,	458 48	Bills payable.	13,243 08
Cash,	3,460 39	Current accounts,	941 44
Loss and gain,	1,179 29		
Total,	$144,184 52	Total,	$144,184 52

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.	
President,	E. B. Edwards.	Ridge and Susquehanna aves.,	Philadelphia.
Secretary,	William S. Blight,	do.	do.
Treasurer,			
General Secretary,	William Myers,	do.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William S. Grant,	Philadelphia.	R. A. F. Penrose, M. D.	Philadelphia.
William T. Carter,	do.	Henry Norris,	do.
John Lambert,	do.		

Date of annual meeting for election of directors: Second Monday in January in each year.

By whom is the road operated? The company as above named.

With what other companies consolidated: The Girard College Passenger Railway Company and the Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation: March 8, 1872.

General offices of the company at Ridge and Susquehanna avenues, Philadelphia.

For information relating to this report, address, William S. Blight, treasurer and secretary.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company was chartered on April 15, 1858. The road was built during 1858 and 1859, and on March 14, 1859, the first car was run over the road.

The Ridge Avenue and Manayunk Passenger Railway Company was chartered on March 28, 1859, and the first car was run over the road during the fall of 1859.

These two roads were consolidated on March 8, 1872, under the present name of the Ridge Avenue Passenger Railway Company.

CHARACTERISTICS OF ROAD

Route of road, streets occupied, and connections: From Manayunk to Second and Arch streets, via Ridge avenue, Tenth and Arch street; returning, Arch street to Ninth street, then following Ridge avenue to Manayunk. Double track Ridge avenue and Arch street; single track Ninth and Tenth streets.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of five sold for	25

Exchange tickets sold with Citizens' Passenger Railway Company (Tenth and Eleventh) and Lehigh Avenue Passenger Railway Company.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, and interest,	$203,616 24
For dividends,	150,000 00
For miscellaneous, paving bill (city claim),	26,177 60
For municipal taxes and state taxes,	13,686 64
Total,	$393,480 48

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$584,811 00	Capital stock,	$420,000 00
City of Philadelphia,	227 80	Invested fund, buildings, depot, offices, stable, etc.,	139,791 49
Paving bill,	26,177 60	Profit and loss,	64,876 05
Cash, June 30, 1892,	39,451 14	Bills payable,	26,000 00
Total,	$650,667 54	Total,	$650,667 54

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July 1, 1891, $2.50 per share on 15,000 shares,	$37,500 00
October 1, 1891, $2.50 per share on 15,000 shares,	37,500 00
January 1, 1892, $2.50 per share on 15,000 shares,	37,500 00
April 1, 1892, $2.50 per share on 15,000 shares,	37,500 00
Total,	$150,000 00
Paid in dividends, cash,	$150,000 00
Surplus at commencement of the year,	886 85
Total surplus,	886 85
Surplus invested as follows:	
Cash, June 30, 1892,	39,451 14
Balance of accounts due company (city of Philadelphia),	227 80

ST. CLAIR INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. S. Hughes,	2429 Arlington avenue.
Vice President,	George B. Blood,	Eleanor and Eccles sts.
Secretary,	Will S. Jones,	2513 Carson street.
Treasurer,	R. B. Mellon,	Negley avenue.
General Manager,	Thomas Mellon,	Negley avenue.
General Superintendent,	W. S. Hughes,	2429 Arlington avenue.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James M. Eccles,	Eccles and Conway sts.	Thomas Brooks,	2013 Jane street.
W. S. Hughes,	2429 Arlington avenue.	George B. Blood,	Eccles and Eleanor sts.
Will S. Jones,	2513 Carson street.		

Date of annual meeting for election of directors: January 3.
By whom is the road operated? St. Clair Incline Plane Company.
General offices of the company at 514 Smithfield street, Pittsburg.
For information relating to this report, address R. B. Mellon.
What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 9, 1885. Construction of road commenced in 1886 and ended in 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Route north and south (over no streets). Located in the Twenty-seventh ward city of Pittsburg.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty trip tickets,	1 25
Sixty trip monthly ticket,	1 25

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$10,015 53
For dividends,	9,000 00
For miscellaneous,	1,426 54
For municipal taxes,	186 84
For state taxes,	608 72
Total,	$21,237 63

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investment,	$225,000 00	Capital stock,	$150,000 00
Furniture,	70 55	Funded debt,	75,000 00
Improvements,	2,607 03	Profit and loss,	4,704 83
Cash,	2,027 25		
Total,	$229,704 83	Total,	$229,704 83

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stocks of original and consolidated companies during the year: October 1, 1891, 3 per cent.; April 1, 1892, 3 per cent.

Paid in dividends, cash,	$9,000 00

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Oliver Hopkinson,	Philadelphia.
Secretary, Treasurer,	Lewis S. Renshaw,	do.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCES.
Matthew Brooks,	Philadelphia.	Samuel W. Woodhouse,	Philadelphia.
J. Hicks Conrad,	do.	Edward Hopkinson,	do.
Joseph Hopkinson,	do.	Lewis Elkin,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at 1001 Chestnut street, Philadelphia.

For information relating to this report, address the secretary.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 16, 1866.

On December 29, 1866, a lease was executed to the Philadelphia and Gray's Ferry Passenger Railway Company for the term of ninety-nine years, and on January 1, 1891, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company for the term of nine hundred and ninety-nine years.

By a provision in the original lease the stockholders of this company have the right to convert their stock into the stock of the Philadelphia and Gray's Ferry Passenger Railway Company at the rate of five shares for one, consequently all of the said stock has been converted into stock of the Philadelphia and Gray's Ferry Passenger Railway Company, except one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration.

GENERAL BALANCE SHEET.

DR.		CR.	
Road and equipment,	$47,463 54	Capital stock,	$50,000 00
Balance of cash paid over to the Philadelphia and Gray's Ferry Passenger Railway Company at time of lease,	2,536 46		
Total,	$50,000 00	Total,	$50,000 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1891, 25 cents per share, one-half per cent.; January, 1892, 25 cents per share, one-half per cent.

The above dividends were paid direct to stockholders by the Philadelphia and Gray's Ferry Passenger Railway Company in accordance with the terms of the lease.

SCRANTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. S. Page,	Scranton, Pa
Vice President,	H. M. Edwards,	do.
Secretary,	Horace E. Hand,	do.
Treasurer,		
General Manager,	W. S. Mears,	do.
Assistant Superintendent,	Giles Schenck,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. S. Page,	Scranton, Pa.	R. T. McCabe,	New York.
J. A. Davis,	Scranton, Pa.	Thos. H. Thomas,	New York.
H. M. Edwards,	Scranton, Pa.	W. R. Heath,	New York.
W. H. Jessup, Jr.,	Scranton, Pa.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The People's Street Railway Company of Luzerne County.

General offices of the company at Scranton, Pa.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Owned and operated by the People's Street Railway Company of Luzerne County, under a lease. All statistics included in that report.

CHARACTERISTICS OF ROAD.

See report of People's Street Railway Company of Luzerne County.

SUMMARY OF PAYMENTS.

For interest,	$6,000 00
For municipal, State and United States taxes: Included in taxes of People's Street Railway Company.	

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, Equipment,	$150,000 00	Capital stock,	$50,000 00
		First mortgage bonds,	100.000 00
Total,	$150,000 00	Total,	$150,000 00

SCRANTON SUBURBAN RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President (died May, 1892),	Arthur J. Moulton,	New York.
Vice President (resigned),	Wm. J. Hand,	Scranton.
Second Vice President,	H. M. Edwards,	Scranton.
Secretary and Treasurer,	Horace E. Hand,	Scranton.
General Manager,	W. S. Mears,	Scranton.
Assistant Superintendent,	Giles Schenck,	Scranton.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Arthur J. Moulton,	New York.	H. M. Edwards,	Scranton.
W. H. Thomas,	New York.	F. L. Phillips,	do.
Isaac Post,	Scranton.	Isaac L. Post,	do.
Wm. J. Hand (resigned March, 1892),	Scranton.	Horace E. Hand,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The People's Street Railway Company of Luzerne County.

With what other companies consolidated? Nay Aug Cross Town Railway Company.

Date of consolidation: May 21, 1889.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued 21st May, 1886. Letters patent reissued 20th May, 1889.

This road was the first one east of the Mississippi river built to use electricity as a motive power, and the first in the United States to use electricity for lighting the cars.

Leased December, 1890, to the People's Street Railway Company. Report of operations is included in report of that company.

SUMMARY OF PAYMENTS.

For interest,	$12,000 00
For dividends,	4,000 00
For municipal and state taxes: Included in report of People's Street Railway Company.	
Total,	$16,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$242,657 50	Capital stock,	$100,000 00
Equipment,	60,465 67	Mortgage bonds,	200,000 00
Real estate,	9,397 19	Profit and loss, surplus fund,	12,520 36
Total,	$312,520 36	Total.	$312,520 36

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 1, 1892, 2 per cent.; July 1, 1891, 2 per cent, in accordance with terms of lease to the People's Street Railway Company.

Paid in dividends, cash, ... $4,000 00

SECOND AVENUE PASSENGER RAILWAY COMPANY OF PITTSBURG.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Highland avenue, Pittsburg.
Vice President,	John C. Reilly,	Oakland, Pittsburg.
Secretary,		
Treasurer,	John W. Taylor,	Evaline avenue, Pittsburg.
General Manager,	William J. Burns,	Hotel Kenmawr.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburg.	William J. Burns,	Pittsburg.
William V. Callery,	do.	George C. Wilson,	do.
John C. Reilly,	do.		

Date of annual meeting for election of directors: Second Monday in November.

By whom is the road operated? Second Avenue Passenger Railway Company of Pittsburg.

General offices of the company at Glenwood, Twenty-third ward, Pittsburg.

For information relating to this report, address John W. Taylor, 548 Smithfield street, Pittsburg.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated July 6, 1881. Subsequently, on the 15th day of May, 1889, accepted the provisions of section 20 of the act of May 14, 1889, and new letters patent were issued.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at Exposition building on Duquesne way to Fourth street, along Fourth street to Liberty, to Fourth avenue, to Grant street, to Second avenue, to Glenwood (Twenty-third ward), returning along Second avenue to Grant street, to Third avenue, to Ferry street, to Fourth avenue, to Fourth street, to Duquesne way, to place of beginning.

Connecting at Cross street and Second avenue with South Side Passenger Railway Company; at Grant street with Central and Duquesne Traction Companies; at Smithfield street with Pittsburg and Birmingham Traction Company; at Wood street with Transverse Passenger Railway Company; at Fourth street and Penn avenue with Pittsburg and West End Passenger Railway Company and Union Passenger Railway Company; at Greenfield avenue with Greenfield avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets with Greenfield Avenue line, our price,	05
Tickets in packages of fifty sold for school $2.15; regular,	2 50

SUMMARY OF PAYMENTS.

For construction,	$6,420 89
For equipment,	79,076 34
For maintaining the road or real estate of the corporation, and operating the road,	63,581 73
For interest,	11,053 98
For dividends,	9,000 00
For payments to loan account,	53,560 00
For miscellaneous,	8,249 70
For municipal taxes,	17 25
For state taxes,	2,717 61
Total,	$233,677 50

GENERAL BALANCE SHEET.

DR.		CR.	
Franchise and construction,	$392,508 34	Capital stock,	$400,000 00
Equipment,	141,548 80	Funded debt,	150,000 00
Horse,	1,105 00	Surplus,	16,172 98
Real estate,	28,392 05		
Accounts receivable,	972 22		
Cash on hand,	1,646 57		
Total,	$566,172 98	Total,	$566,172 98

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1891, at the rate of six per cent. per annum.

Paid in dividends, cash,	$9,000 00
Balance for the year, or surplus,	644 17
Surplus at commencement of the year, after deducting dividend No. 1,	15,528 81
Total surplus,	$16,172 98

Surplus invested as follows:

Cash and loans,	$1,646 57
Balance of accounts due company,	972 22
Material, fuel and stores,	13,554 19

IMPORTANT CHANGES DURING THE YEAR.

Early on the morning of the 26th day of November, 1891, the car barn and all movable equipment of the company, together with offices, machine shop and its equipment, blacksmith shop and its equipment, and a small boiler house were totally destroyed by fire. Origin of fire unknown.

SECOND AND THIRD STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Horace T. Potts,	2120 Arch street.
Assistant to President,	A. H. Fracker,	1501 Marshall street.
Secretary,	Chas. D. Matlack,	708½ North Eighth street.
Treasurer,	William F. Miller,	1758 Frankford avenue,
General Manager,	David W. Stephens,	2653 Frankford avenue.
General Superintendent,	Chas. C. Winnemore,	Richmond street and Allegheny avenue.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William Eisenbrey,	Philadelphia.	James McManes,	Philadelphia.
Alexander M. Fox,	do.	William G. Fox,	do.
Edwin T. Eisenbrey,	do.	John H. Catherwood,	do.
Alexander L. Crawford,	do.	John Lamon,	do.
James A. Freeman,	do.	John Rose,	do.
William Dulies,	do.	Henry Bumm,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Second and Third Streets Passenger Railway Company.

General offices of the company at 2653 Frankford avenue.

For information relating to this report, address Charles D. Matlack.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Harrison street,

Frankford, on Frankford avenue; thence along said avenue to Jefferson street, along Jefferson to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown avenue, along Germantown avenue to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot on Frankford avenue near Lehigh avenue; thence along Frankford avenue to Mill street, along Mill street to Paul street, along Paul street to the said Frankford avenue; thence along said avenue to the place of beginning; also commencing on Bridge street in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to Frankford avenue, along Frankford avenue to Laurel street, along Laurel street to Delaware avenue, along Delaware avenue to Fairmount avenue, along Fairmount avenue to Second, along Second to Dock, along Dock to Third, along Third to Brown, along Brown to Beach, along Beach to Laurel, along Laurel to Frankford avenue, along Frankford avenue to Girard avenue, along Girard avenue to Norris street, along Norris to Richmond street, along Richmond street to the depot at Richmond street and Allegheny avenue; also a branch commencing at Richmond street and Frankford avenue, along Richmond to Front, along Front to Laurel, along Laurel to New Market, along New Market to Vine, along Vine to Front, along Front to Chestnut; also a branch commencing at Huntingdon street and Frankford avenue; along Huntingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown avenue; also on Third street commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond; also on Second street, from York to Indiana avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of four sold for	20

SUMMARY OF PAYMENTS.

For construction,	$7,109 38
For maintaining the road or real estate and equipment of the corporation, and operating the road,	392,569 04
For dividends,	169,290 00
For municipal taxes,	13,978 09
For state taxes,	14,051 14
Total,	$596,997 65

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$974,621 24	Capital stock,	$771,076 25
Supplies,	22,982 58	Boot money,	50 00
Ledger balances,	2,995 88	Unpaid dividends,	1,339 50
Cash,	48,441 39	Earnings appropriated to construction,	203,463 99
		Earnings appropriated to supplies,	22,982 58
		Profit and loss,	50,128 77
Total,	$1,049,041 09	Total,	$1,049,041 09

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 8, 1891, four per cent.; October 1, 1891; four per cent.; January 11, 1892, four per cent.; April 1, 1892, four per cent.

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Mathew S. Quay,	Beaver, Pa.
Secretary, Treasurer,	John B. Peddle.	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel Daniels,	Philadelphia.	George D. Widener,	Philadelphia.
George W. Elkins.	do.	William L. Elkins, Jr.,	do.
Joseph B. Altemus,	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Philadelphia Traction Company.

With what other companies consolidated? Continental and Union Passenger Railway Company.

Date of consolidation: July 1, 1879.

General offices of the company at No. 423 Walnut street, Philadelphia.

For information relating to this report, address John B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Seventeenth and Nineteenth Streets Passenger Railway Company. Act of incorporation April 12, 1859. This road was leased to the Continental Passenger Railway Company for a period of ninety-nine years from July 1, 1879. This road is operated by the Philadelphia Traction Company under lease of the Continental and Union Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Seventeenth and Nineteenth streets branch, depot, Seventeenth and Berks streets. On Seventeenth street to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Susquehanna avenue, to Seventeenth, to the depot.

SUMMARY OF PAYMENTS.

For dividends,	$15,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$10,999 78	Capital stock,	$250,000 00
Real estate,	131,935 58	Bonds,	100,000 00
Construction,	162,024 66	Mortgages,	34,500 00
Equipment,	73,411 14		
Open account,	6,128 84		
Total,	$384,500 00	Total,	$384,500 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Six per cent. on par value of capital stock.

Paid in dividends, cash, ... $15,000 00

SHAMOKIN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President,	R. S. Aucker,	Shamokin, Pa.
Secretary,	J. J. John,	Shamokin, Pa.
Treasurer,	Martin Markle,	Coal township., postoffice address Shamokin Pa.
General Superintendent,	R. E. Ammerman,	Shamokin, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. J. John,	Shamokin, Pa.	John Schabo,	Shamokin, Pa.
E. G. Seiler,	do.	H. Rothschild,	do.
George Marshall,	do.	J. H. Conley,	do.
H. Rohrheimer,	do.	Samuel Heckert,	do.
John Clifford,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Shamokin Street Railway Company.

General offices of the company at Shamokin, Pa.

For information relating to this report, address J. J. John, secretary, Shamokin, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of ninty-nine years with a capital of $12,000. On September 4, 1889, the stockholders passed a resolution increasing the capital to $30,000, this sum being found insufficient for the work contemplated, the stockholders, at another meeting held on November 23, 1891, had the capital further increased to $50,000, the working capital of the company at the present time. On July 11, 1891, the road was opened to the public and has been running successfully since that date.

At a meeting of the stockholders held August 10, 1891, a resolution was passed authorizing the directors to purchase eighty-eight shares of the stock of the Shamokin Electric Light and Power Company, which was accordingly done. These eighty-eight shares represent the controlling interest in the Shamokin Electric Light and Power Company. On November 14, 1891, the Shamokin Street Railway Company entered into an agreement with the Shamokin Electric Light and Power Company, to furnish them electric current, for light and power, for a period of twenty years at a stipulated rental. Dynamos and additional engines were than placed in the power-house to meet the new demand. During October, 1891, the street railway was extended about one-half mile, ending at Second and Walnut streets, making the entire length of the road abont two miles.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at power-house on corner of Pine and Pearl streets; thence west over Pine street to Shamokin street; thence north over Shamokin street to Independence street; thence west over Independence street to Market street; thence south over Market street to Spruce street; thence west over Spruce street to Second street; thence north along Second street to Walnut street, which is the present terminal of the road.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
School tickets in packages of fifty sold for	1 00

SUMMARY OF PAYMENTS.

For construction and equipment,	$61,599 36
For maintaining the road or real estate of the corporation, and operating the road,	10,954 06
For interest,	929 05
For dividends,	565 00
For real estate,	1,690 00
For eighty-eight shares of stock in Shamokin Electric Light and Power Company,	4,400 00
For miscellaneous,	998 50
Total,	$81,135 97

GENERAL BALANCE SHEET.

DR.		CR.	
By construction account,	$61,599 36	To capital stock,	$50,000 00
By organization account,	188 00	To unfunded debt,	22,108 66
By real estate account,	1,690 00		
By Brady branch account,	24 00		
By uncollected street railway stock,	3,855 00		
By eighty-eight shares in the Shamokin Electric Light and Power Company,	4,400 00		
By balance on hand,	352 30		
Total,	$72.108 66	Total,	$72,108 66

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: On January 25, 1892, a two per cent. cash dividend was declared on all paid up stock, amounting to $565.00.

Paid in dividends, cash,	$565 00
Balance for the year, or surplus,	155 53
Total surplus,	155 53
Surplus invested as follows:	
Other items,	155 53

IMPORTANT CHANGES DURING THE YEAR.

During October, 1891, the road was extended about one-half mile, from Third and Spruce streets to Second street, and down Second street to Walnut street, the present terminus.

SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. Z. Brickell,	Pittsburg.
Secretary,	Will. S. Jones,	Jeanette, Pa.
Treasurer,	Daniel Beech,	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. Sellers McKee,	Pittsburg.	E. E. Denniston,	Philadelphia.
J. A. Chambers,	do.	Thos. M. McKee,	Pittsburg.
D. Z. Brickell,	do.		

Date of annual meeting for election of directors: First Monday in May.
By whom is the road operated? Pittsburg and Birmingham Traction Company.
General offices of the company at Pittsburg.
For information relating to this report, address Daniel Beech, Pittsburg.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Operated by the Pittsburg and Birmingham Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$10,000 00	Capital stock,	$38,400 00
Construction and equipment,	81,851 13	First mortgage bonds,	19,000 00
		Profit and loss,	34,451 13
Total,	$91,851 13	Total,	$91,851 13

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Frank H. Smith,	Shawnee, Pa.
Secretary,	M. F. Coolbaugh,	Stroudsburg, Pa.
Treasurer,	William Gunsaulis,	Stroudsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Frank H. Smith,	Shawnee, Pa.	M. F. Coolbaugh,	Stroudsburg, Pa.
George C. Adams,	Hainesburg, N. J.	W. S. Shafer,	do.
Isaac S. Case,	Tobyhanna Mills, Pa.		

By whom is the road operated? The company.
General offices of the company at Stroudsburg, Pa.
For information relating to this report, address W. F. Coolbaugh.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted February 14, 1868.
The road was originally constructed in the spring and summer of 1870, and went into operation September 10 of that year.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main street in Stroudsburg and East Stroudsburg to Delaware and Lackawanna and Western railroad station; also connecting with New York, Susquehanna and Western railroad station in Stroudsburg, Pa.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction and equipment,	$225 00
For maintaining the road or real estate of the corporation, and operating the road,	4,258 55
For interest,	36 00
For dividends,	128 00
For payments to loan account,	512 00
For municipal taxes,	8 55
For state taxes,	46 52
Total,	$5,186 62

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investments and equipment,	$5,250 00	Capital stock,	$25,600 00
Permanent improvements and construction,	16,950 12		
Real estate,	2,500 00		
Supplies on hand,	550 00		
Profit and loss,	349 88		
Total,	$25,600 00	Total,	$25,600 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One-half of one per cent., July 1, 1891.

IMPORTANT CHANGES DURING THE YEAR.

It is now in contemplation, and in process of being carried out, to relay the road-bed and convert the motive power either into electricity or a dummy engine.

SUNBURY AND NORTHUMBERLAND ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Daniel Coolidge,	Johnstown, Pa.
Secretary, Treasurer,	S. P. Wolverton,	Sunbury, Pa.
General Manager,	C. M. Clement,	Sunbury, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Daniel Coolidge,	Johnstown, Pa.	H. L. Cake,	Northumberland, Pa.
S. P. Wolverton,	Sunbury, Pa.	W. E. Boughton,	Philadelphia.
C. M. Clement.	Sunbury, Pa.	W. A. Donaldson,	Johnstown, Pa.
W. T. Forsyth,	Northumberland, Pa.		

By whom is the road operated? Now under re-construction and will be operated by the company.

General offices of the company at Sunbury, Pa.

For information relating to this report, address S. P. Wolverton, Sunbury, Pa.

What kind of power is used for propelling the cars on your road? Will be electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Sunbury and Northumberland Street Railway Company was incorporated January 24, 1885, and accepted the provisions of the act of May 11, 1889, receiving letters patent thereunder on May 20, 1889; the road was then constructed for the sum of $120,000.00, the track being laid with Johnston girder rail, and the road being operated by the Daft or two-wire trolley. The road was put in operation July 1, 1890, and was operated by electricity until December 1, 1891, when the Daft system having proved a failure, horses were substituted. Judgments were recovered against the company for the major portion of the unfunded debt, as set forth in its last annual report, and under due proceedings at law its corporate property and franchises were sold at judicial sale, the purchasers organizing, pursuant to the acts of assembly relating thereto, a new corporation by the name of the Sunbury and Northumberland Electric Railway Company on May 28, 1892. Contracts were immediately made for the reconstruction of the road and its re-equipment under the Westinghouse system, and such reconstruction and re-equipment is now under way.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second and Pine streets in Sunbury, Pa.; on Second street to Market square, on Market square curving around the park back to Second street, on Second street to Line street, on Line street to Railroad avenue, on Railroad avenue to Julia street, on Julia street to Susquehanna avenue, on Susquehanna avenue to the borough line and a public road known as the River road, on the River road to, over and across the North branch of the Susquehanna river and Packer's island to Market street in the borough of Northumberland, on Market street to Water street, on Water street to Queen street, on Queen street to Front street; thence returning by the same route to the place of beginning.

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

[For six months ending December 31, 1891.]

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	B. S. Kunkel, ...	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Chisswell, ...	Philadelphia.	John C. Bingham, ...	Philadelphia.
George W. Hall, ...	do.	Travis Cochran, ...	do.
William R. Warner, ...	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? To December 31, 1891, by Thirteenth and Fifteenth Streets Passenger Railway Company; the Philadelphia Traction Company from January 1, 1892, under lease dated January 15, 1892, recorded at Philadelphia, in deed book T G No. 106, page 455.

With what other companies consolidated? Merged with Navy Yard, Broad Street and Fairmount Railway Company.

Date of consolidation: July 15, 1865, as filed in the office of the Secretary of the Commonwealth, October 14, 1865.

General offices of the company at 325 Chestnut street, Philadelphia.

For information relating to this report, address B. S. Kunkel, 325 Chestnut street, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Cumberland street south on Fifteenth street to Mifflin, east on Mifflin street to Broad street, south on Broad street to Jackson street, east on Jackson street to Thirteenth street, north on Thirteenth to Cumberland street, west on Cumberland street to Fifteenth street, north on Fifteenth street to Glenwood avenue, east on Glenwood avenue to Broad street, north on Broad street to Germantown avenue, west on Columbia avenue from Thirteenth street to Ridge avenue, south on Ridge avenue to Jefferson street, east on Jefferson street to Fifteenth street; Locust street from Fifteenth street to Thirteenth street, Carpenter street from Fifteenth street to Thirteenth street, Thirteenth street from Cumberland to Cambria street, Cambria from Thirteenth street to Broad street

SUMMARY OF PAYMENTS.

For construction,	$4,614 73
For maintaining the road or real estate of the corporation, and operating the road,	145,746 18
For interest,	5,692 86
For dividends,	50,000 00
For payments to loan account,	1,600 00
For miscellaneous,	3,547 27
For municipal taxes,	1,014 17
For state taxes,	10,456 31
Total,	$228,671 52

IMPORTANT CHANGES DURING THE YEAR.

By lease dated January 15, 1892, recorded at Philadelphia in deed book T G No. 106, page 455, this company has leased its road, etc., to the Philadelphia Traction Company, and the operations from January 1, 1892, will appear in the report of the leasing company.

TROY HILL INCLINED PLANE AND BRIDGE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Pittsburg.
Secretary,	C. S. Wight,	do.
Treasurer,	William V Callery,	do.
General Superintendent,	J. J. Saint,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburg.	J. D. Sculley,	Pittsburg.
C. S. Wight,	do.	James W. Grove,	Allegheny City.
Thos. S. Bigelow,	do.	J. N. Davidson,	Allegheny City.
A. C. Dravo,	do.	George B. Hill,	Allegheny City.

Date of annual meeting for election of directors: First Monday in April.

By whom is the road operated? Troy Hill Inclined Plane and Bridge Company.

With what other companies consolidated? Troy Hill Inclined Plane Company and Thirtieth Street Bridge Company.

Date of consolidation: July 1, 1888.

General offices of the company at Pittsburg.

For information relating to this report, address William V. Callery, treasurer, 448 Liberty avenue, Pittsburg.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated April 30, 1887, as the Troy Hill Inclined Plane Company under the act of 1874, and on July 1, 1888, purchased the Thirtieth Street Bridge Company, which company was then constructing a highway bridge across the Allegheny river, and changed the title of the company to the Troy Hill Inclined Plane and Bridge Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Bridge crosses the Allegheny river from Thirtieth street, Pittsburg, to Bridge street, Herr's Island, Allegheny City, Pa. Inclined plane is located on the slope of Troy Hill, Allegheny City, Pa., and extends from East Ohio street to Lowry street, in said city.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03
Monthly tickets,	75
Tickets in packages of fifty sold for	1 00
Bridge, foot passengers,	02

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$8,037 95
For interest,	6,660 00
For municipal taxes (in item of expense).	
For state taxes,	75 00
Total,	$14,772 95

GENERAL BALANCE SHEET.

DR.		CR.	
Troy Hill Inclined Plane,	$97,135 91	Capital stock,	$200,000 00
Thirtieth Street bridge,	198,602 36	Bonds,	100,000 00
Real estate,	8,909 00	Mortgage on real estate,	5,000 00
Cash,	3,694 94	Profit and loss,	3,342 21
Total,	$308,342 21	Total,	$308,342 21

TWENTY-SECOND STREET AND ALLEGHENY AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas Dolan,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.	William L. Elkins,	Philadelphia.
George R. Yarrow,	do.	John B. Peddle,	do.
David H. Lane,	do.	Joseph B. Altemus,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

General office of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 28, 1890.

Portion of road constructed: Commencing at Twenty-second street and York street, double-track on Twenty-second street to Hunting Park avenue; thence to Pulaski avenue; thence to a road (unnamed) which extends northerly to Wayne avenue; thence to Washington lane.

In process of construction.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash	$328 92	Capital stock	$50,000 00
Construction	209,226 98	Open account	159,555 90
Total	$209,555 90	Total	$209,555 90

UNION RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Richard Peters, Jr.	Thurlow, Delaware county, Pa.
Secretary	J. G. Dyer	Chester, Pa.
Treasurer	S. A. Dyer	Chester, Pa.
General Manager	John MacFadden	Chester, Pa.
General Superintendent		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Richard Peters, Jr.	Thurlow, Delaware county, Pa.	John B. Robinson	Media, Pa.
Richard Wetherill	Chester, Pa.	J. Frank Black	Chester, Pa.
Robert Wetherill	Chester, Pa.	Samuel A. Dyer	Chester, Pa.
Wm. B. Broomall	Chester, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Union Railway Company.

With what other companies consolidated? Lessee of the Chester Street Railway Company.

Date of consolidation: Lease dated January 12, 1891.

General offices of the company at No. 1300 Edgemont avenue, Chester, Pa.

For information relating to this report, address Richard Peters, Jr., president.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor on March 18, 1890, for the Union Railway Company of Chester, Pa. Capital stock $100,000.00; 2,000 shares $50 each. During the fall and winter of 1890, road was laid from Market street, city of Chester, along Second street to Highland avenue in borough of South Chester; thence along Highland avenue to Third street; in all a

distance of two and a-half miles. On January 12, 1891, the Union Railway Company entered into the occupancy of the Chester Street Railway Company, under a lease for the term of ninety-nine years, whereby the Union Railway Company agreed to pay all expenses connected with maintaining, extending and operating the said road, together with all repairs, taxes and necessary expenditures appertaining to the successful carrying on of the business of the said railway, as well as the maintenance of the buildings of the Chester Street Railway Company, in good order and repair.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Mill No. 2, Upland; along Upland avenue to Fifteenth street, to Edgemont, to Market street, to Third street, to Clayton street; from Edgemont avenue and Welch streets along Welch to Sixth, to Edgemont avenue; on Market street from Third street to Front street; on Fifth street from Market to Potter, to Providence avenue, to Twenty-fourth street; on Second street from Market to Highland avenue; from Highland avenue to Third street along Highland avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For construction,	$7,004 92
For maintaining the road or real estate of the corporation, and operating the road,	32,160 35
For municipal taxes,	565 78
For state taxes,	1,023 65
Total,	$40,754 70

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, road bed,	$33,128 69	Capital stock,	$40,000 00
Cash,	13,563 91	Profit and loss,	6,724 26
Short Electric Railway Company, Cleveland, Ohio,	31 66		
Total,	$46,724 26	Total,	$46,724 26

UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	P. A. B. Widener,	Philadelphia.
Vice President,	Wm. L. Elkins,	do.
Secretary, Treasurer, Auditor,	Jno. B. Peddle,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. L. Elkins, ...	Philadelphia.	Wm. S. Stokley, ...	Philadelphia.
James McManes, ...	Philadelphia.	Thomas Dolan, ...	Philadelphia.
Henry Bumm, ...	Philadelphia.	Mathew S. Quay, ...	Beaver, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The Philadelphia Traction Company.

With what other companies consolidated? Philadelphia Traction Company.

Date of consolidation: June 30, 1884.

General offices of the company at 423 Walnut street.

For information relating to this report, address Jno. B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road? Horse and cable.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Union Passenger Railway Company, act of incorporation dated April 8, 1864.

This company leased the Continental Passenger Railway Company for a period of ninety-nine years from January 1, 1880.

This company was leased to the Philadelphia Traction Company, June 30, 1884, for nine hundred and ninety-nine years. It is now operated by the same.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Richmond branch.—Depot, Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Twelfth, to Sansom, to Thirteenth, to Jefferson, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York, to Thompson, to the depot.

Fairmount branch.—Depot, Twenty-third and Brown streets. On Twenty-third street to Wallace, to Franklin, to Race, to Seventh, to Market, to Delaware avenue; return to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to the Park, and east on Poplar to Twenty-ninth, to Brown, to the depot.

Fourth and Lawrence streets branch.—Depot, Lehigh avenue and Hancock street, Indiana avenue and Lawrence street, south on Lawrence to Manor, to Montgomery avenue, to Randolph, to Master; return on Master to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Columbia avenue branch,—Depot, Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue; return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-second, and from Thirty-second street east on Columbia avenue to the depot.

Jefferson street branch.—Depot, Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to the Park; return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to the depot.

Poplar street branch.—Depot, Twenty-third and Brown streets. Starting from Twenty-ninth and Master on Twenty-ninth to Poplar, to Fifteenth, to Locust, to Thirteenth, to Master, to Twenty-ninth, place of starting.

Ninteenth and Twentieth streets branch.—Depot, Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Ninteenth, to Tasker, to Twentieth, to the depot.

Seventeenth and Eighteenth streets branch.—Depot, Twentieth and Wharton streets. From Reed street north on Eighteenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Seventeenth, to Reed, to Eighteenth, place of starting.

McKean street branch.—Depot, Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Christian street branch.—Depot, Twentieth and Wharton streets. On Twentieth to Ellsworth, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Nineteenth, to Wharton, to the depot.

Seventh and Ninth streets extension.—Depot, Lehigh avenue and Hancock streets. Starting from Broad and Lehigh avenue, east on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue, to Broad street.

SUMMARY OF PAYMENTS.

For dividends,	$285,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$4,939 80	Capital stock, Union,	$925,000 00
Union, construction,	862,422 74	Capital stock, Continental,	580,000 00
Continental, construction,	161,009 26	Funded debt, Union,	750,000 00
Union, equipment,	475,606 22	Funded debt, Continental,	350,000 00
Continental, equipment,	105,476 74	Funded debt, Seventeenth and Nineteenth Streets,	200,000 00
Real estate, Union,	538,103 72	Continental Passenger Railway Company,	3,074 20
Real estate, Continental,	113,869 99	Traction Company,	275,000 00
Seventeenth and Nineteenth Streets Passenger Railway Company,	200,000 00	Profit and loss,	656,638 47
Seventeenth and Nineteenth Streets Passenger Railway Company stock,	600,000 00		
Cable road,	624,419 55		
Empire Passenger Railway Company,	11,296 15		
Feed and supplies,	41,870 50		
Union, stock,	798 00		
Total,	$3,739,812 67	Total,	$3,739,812 67

STOCK AND DIVIDENDS

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Ninteen per cent. on par value.

Paid in dividends, cash,	$285,000 00

UNIONTOWN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Samuel E. Ewing,	Uniontown, Pa.
Secretary,	Robert F. Hopwood,	do.
Treasurer,		
General Manager,	W. C. McCormick,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel E. Ewing, ...	Uniontown, Pa.	Charles J. McCormick, . . .	Uniontown, Pa.
Albert D. Boyd, ...	do.	Robert F. Hopwood, ...	do.
George A. McCormick. . . .	do.		

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? By the Uniontown Street Railway Company.

General offices of the company at the power house on Main street, Uniontown, Pa.

For information relating to this report, address R. F. Hopwood, secretary and treasurer of company.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized in August, 1890, and the council of the borough of Uniontown requested to grant the privilege to use the streets of the town, which they did by ordinance passed August 14, 1890. An application was then made for a charter which was granted on the 29th day of August, 1890. Articles were entered into on the 5th day of November, 1890, with the Edison General Electric Company for the electrical construction and equipment of the road, including the power, and three cars of the Brill pattern. Also a contract was signed and entered into at the same time with A. E. Townsend for the track construction. The road was completed and a successful run made over it on the 6th day of May, A. D. 1891. The cars began to run regularly on the 9th day of May, 1891, and continued to run until the 11th day of January, A. D. 1892, when the power house and car barn with all their contents were destroyed by fire. We immediately began to rebuild the plant, and had it in operation again May 1, 1892, since which time we have been running the plant continuously.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning on the west end of Main street near the toll gate, and running thence along Main street to Stewart avenue, east of town; thence southwardly along Stewart avenue to Fayette street; thence eastwardly along Fayette street to Grant street; thence southwardly along Grant street to the borough line; thence along a county road, the extension of said Grant street, to a point in South Union township near the line of the Baltimore and Ohio railroad track. With a branch beginning at a point on Main street where it intersects Connellsville street, and running thence northwardly along said Connellsville street to the borough line; thence by the Connellsville road, being an extension of said street, into the township of North Union to Mountain View park; thence through said park to a point on Cool Spring road near Stewart Iron Company's works.

RATE OF FARE FOR PASSENGERS.

Single fare, ...	$0 05
Tickets in packages of six sold for twenty-five cents, and twenty five for .	1 00
Forty school tickets sold for	1 00

SUMMARY OF PAYMENTS.

For construction, after fire, January 11, 1892, engine house, car barn, engine and boiler,	$8,000 00
For equipment, electrical,	14,500 00
For maintaining the road or real estate of the corporation, and operating the road,	6,550 00
For interest,	650 00
For new passenger cars and horses,	16,000 00
Total,	$45,600 00

IMPORTANT CHANGES DURING THE YEAR.

Extended the line out Connellsville street to Mountain View park, a little over one mile, and rebuilt the plant after being burnt out January 11, 1892. The new plant has more than double the power, both steam and electric, that the old one had.

WARREN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	C. P. Northrop,	Warren, Pa.
Secretary,	W. E. Rice,	do.
Treasurer,	D. H. Liggins,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. H. Liggins,	Warren, Pa.	N. K. Wendleboe,	Warren, Pa.
W. D. Henckley,	do.	W. E. Rice,	do.

General offices of the company at Warren, Pa.

For information relating to this report, address C. P. Northrop, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted March 14, 1889. Provisions of the act of assembly of May 14, 1889, accepted and new charter issued March 25, 1890. Construction and laying of track commenced in April, 1892. The track has been laid on Water street from the Philadelphia and Erie railroad to Liberty street, a distance of 4,000 feet. Further laying of track has been delayed for the reason that some of the streets in Warren borough on which the road is located are being paved, and it is impracticable to lay the track faster than the paving progresses, as the borough authorities refuse to give the company a grade in advance of the pavement.

SUMMARY OF PAYMENTS.

For construction,	$4,743 10

WASHINGTON ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCE.
President,	J. B. Wilson,	Washington, Pa.
Secretary,	S. B. Ewing,	do.
Treasurer,	James I. Brownson, Jr.,	do.
General Manager,	J. B. Wilson,	do.

DIRECTORS.

NAMS.	RESIDENCES.	NAMES.	RESIDENCES.
Hon. Brit Hart,	Washington, Pa.	L. S. Vowell.	Washington, Pa.
Henry Hull,	do.	John W. Vester,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? By same company.
General offices of the company at Washington, Pa.
For information relating to this report, address Samuel B. Ewing, secretary.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated June 17, 1889. President, L. N. Singley; treasurer, George D. Levy; directors, H. W. Williams, Washington, Pa.; J. H. Ellsworth, Washington, Pa.; William A. Stern, Pittsburg; I. H. Silverman, Pittsburg.

After ineffectual efforts to arrange for a satisfactory franchise with the borough authorities, the orginators transferred their interests, August 7, 1890, to parties residing in Washington, viz: J. B. Wilson, W. L. McCleary, Brit Hart, Samuel B. Ewing and A. M. Brown & Co., representing the Bellevue Land Company. These men immediately organized with J. B. Wilson, president; Brit Hart, W. L. McCleary, John Slater and M. C. Treat, directors, and Samuel B. Ewing, secretary. A contract for the construction of about 15,500 feet of track was let, work commenced early in November. On January 15, 1891, was held an election resulting in the re-election of J. B. Wilson, president; directors, Brit Hart, John W. Vester, W. L. McCleary and John Slater. The winter season stopped construction, which was, however, resumed in April, and on May 8, 1891, two cars commenced running on one part of the line. The work of constructing the rest of the line was pushed from that time to completion. In order to insure the construction of the road in certain localities, the property holders along the route were induced to enter into agreements to pay a certain proportion of sales of real estate along the route to the railway company. These commissions will in time eventually net a considerable amount, and increase with the increase in value of property. We have entered into contract with the Washington Electric Light and Power Company to furnish us power to run our cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From borough line on East Main street, from this point a branch runs down Main street to the Baltimore and Ohio and Pennsylvania railroad stations at foot of Main street; thence up Main street

to Chestnut street, from this point a line runs west by Chestnut street to station of Chartiers Valley railroad, on that street continuing west by way of the National road to Bellevue; thence through Bellevue on Baltimore and Cumberland avenues about 2,000 feet (the route through Bellevue has been abandoned some months), continuing on Main street, at corner of Chestnut street, the lines runs north on Walnut street, Highland avenue and Pitt street to the borough line, and from this point by way of the Pittsburg and Washington turnpike to Locust Hill addition; thence west 1,500 feet on Wilson avenue. No other roads to connect with.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	Free
Tickets in packages of 100, 50 and 25 sold for	$4 00, $2 00, $1 00

SUMMARY OF PAYMENTS.

For construction,	$31,521
For equipment,	16,991 67
For maintaining the road or real estate of the corporation, and operating the road,	12,805 52
For interest,	994 84
For new passenger cars and horses,	2,900 00
For miscellaneous (street sweeper),	325 00
Total,	$65,558 50

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$42,962 30	Capital stock,	$39,700 00
Equipment,	19,208 13	Funded debt,	8,000 00
Unpaid stock subscriptions,	1,540 00	Unfunded debt,	15,093 00
Cash,	1,061 61	Profit and loss,	1,979 04
Total,	$64,772 04	Total,	$64,772 04

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William M. Hayes,	West Chester, Pa.
Secretary,	W. S. Harris,	do.
Treasurer,	F. W. Wollerton,	do.
Superintendent,	Maurice Hoopes,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William M. Hayes,	West Chester, Pa.	J. Russell Hayes,	West Chester, Pa.
R. T. Cornwell,	do.	A. G. McCausland,	Wilmington, Del.
M. H. Matlack,	do.		

Date of annual meeting for election of directors: Second Monday of each year.
By whom is the road operated? The West Chester Street Railway Company.
General offices of the company at West Chester, Pa.
For information relating to this report, address William M. Hayes, president.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter bears date August 4, 1890, and authorizes the building of a street railway in the borough of West Chester, Pa.

The company was organized with a capital stock of $30,000.00, said capital stock was afterwards increased to $60,000.00, there being 1,200 shares at $50.00 each. The stock has all been subscribed for and fully paid.

Authority was duly obtained to construct an extension or branch from the borough of West Chester to Lenape station on the Wilmington and Northern Railroad, a distance of about four miles.

The part of the road which is located in the borough of West Chester was commenced in November, 1890, and the cars commenced running on it September 23, 1891. The part of the road which runs from West Chester to Lenape was built during the months of June, July, August, September, October and November, 1891, and the cars commenced running on the branch November 15, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On High street, from Virginia avenue to Rosedale avenue; on Market, from Pennsylvania railroad to New street, and thence on New street to Sharpless street; connecting at Market and High streets with Market street line. From New and Sharpless streets to Lenape station; connecting there with Wilmington and Northern railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	Free.
Tickets in packages of twenty-four sold for	1 00
Lenape road, single fare, fifteen cents; excursion,	25

SUMMARY OF PAYMENTS.

For construction,	$57,270 42
For equipment,	4,903 31
For maintaining the road or real estate of the corporation, and operating the road,	9,832 48
For interest,	
For real estate,	7,751 82
For new passenger cars,	21,781 46
For payments on loan account,	11,270 00
For miscellaneous,	16,800 53
For organization expenses,	2,035 58
Total,	$131,645 60

GENERAL BALANCE SHEET

DR.		CR.	
Construction account,	$57,270 42	Capital stock,	$60,000 00
Equipment account,	4,903 31	Bonds,	29,000 00
Real estate account,	7,751 82	Bills payable,	20,000 00
Cars account,	21,781 46	Surplus of earnings over expenses to June 30,	1,669 87
Miscellaneous account,	16,800 53		
Organization expenses account,	2,035 58		
Cash on hand,	126 75		
Total.	$110,669 87	Total.	$110,669 87

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$1,669 87
Surplus at commencement of the year,	1,669 87
Surplus invested as follows:	
Cash,	126 75
Other items, for construction,	1,543 12

IMPORTANT CHANGES DURING THE YEAR.

Road started September 23, 1891. Lenape branch opened November 10, 1891.

WEST END STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John A. Coyle,	Lancaster, Pa.
Vice President,	Dr. M. L. Herr,	do.
Secretary,	J. W. B. Bausman,	do.
Treasurer,	Edward McGovern,	do.
General Manager,		
General Superintendent,	Geo. W. Mosby,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Coyle,	Lancaster, Pa.	J. B. Long,	Lancaster, Pa.
Dr. M. L. Herr,	do.	A. D. Rohrer,	Lancaster, Pa.
J. W. B. Bausman,	do.	B. J. McGrann,	Lancaster, Pa.
Walter M. Franklin,	do.	Edward McGovern,	Lancaster, Pa.
John C. Hager,	do.	James Young,	Middletown, Pa.
Michael Reilly,	do.	J. Edward Ackley,	New York.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? West End Street Railway Company.

General offices of the company at 529 North Prince street, Lancaster, Pa.

For information relating to this report, address Edward McGovern, 529 North Prince street, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted in May, 1888, and the road was constructed at once.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Monument or Center square, on North Queen street to Chestnut, out Chestnut to College avenue, on College avenue to Columbia avenue, to West End park; returning over same to College avenue, and in West King street to monument. Also from James and Prince, out James to College avenue, on College avenue to Columbia avenue, in West King to monument, from Pennsylvania railroad depot out Chestnut to Charlotte, over Charlotte to Manor street, out Manor to city limits, from city limits to Millersville on Manor turnpike: return over same to West King street, monument and Pennsylvania railroad depot.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	5
Tickets in packages of 8, 12 and 25 sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$92,498 42
For equipment,	11,119 35
For maintaining the road or real estate of the corporation, and operating the road,	23,264 91
For interest,	11,527 24
For payments to loan account,	24,253 61
For miscellaneous,	6,500 00
For municipal taxes,	250 90
For state taxes,	1,161 96
Total,	$170,576 45

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$92,498 42	Capital stock,	$225,000 00
Equipment,	11,119 35	Funded debt,	225,000 00
Real estate,	12,000 00	Unfunded debt,	20,400 00
Steel rails, tools, etc.,	1,500 00		
Cash on hand,	6,128 97		
Profit and loss,	347,153 26		
Total,	$470,400 00	Total,	$470,400 00

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$6,128 97
Surplus at commencement of the year,	29,854 94
Total surplus,	$35,983 91

IMPORTANT CHANGES DURING THE YEAR.

The line during the year was extended from College avenue, out Marietta pike to Wheatland, to Columbia pike, also 1,100 feet of new track was built by this company from West Chestnut and Charlotte to West King and Manor streets.

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Peter A. B. Widener,	Philadelphia.
Secretary, Treasurer,	D. W. Dickson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.	Thomas Dolan,	Philadelphia.
William L. Elkins,	do.	Joseph B. Altemus,	do.
Joseph E. Gillingham,	do.	Thomas J. Yarrow,	do.
George D. Widener,	do.	George W. Elkins,	do.
James McManes,	do.		

Date of annual meeting for election of directors: First Tuesday in November of each year.

By whom is the road operated? Philadelphia Traction Company.

Date of consolidation: April 30, 1884.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter May 14, 1857.

West Philadelphia Passenger Railway Company is leased to Philadelphia Traction Company for the term of 999 years from January 1, 1884.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Market street branch, depot Forty-first and Haverford streets—On Forty-first to Market street, to Delaware avenue; returning by same route.

Baring street branch, depot Forty-fourth and Columbia avenue—From Forty-fourth and Elm avenue east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth street, to Baring street, to Thirty-third street, to Market street, to Delaware avenue; return on Market street to Thirty-third street, to Baring street, to Thirty-seventh street, to Fairmount avenue, to Fortieth street, to Hutton street, to Forty-first street, to Elm avenue, to Forty-fourth street, place of starting.

Haddington branch, depot Forty-first and Haverford streets—On Haverford street to Sixty-seventh street; returning, on Haverford street to Sixty-fifth street, to Vine street, to Fifty-third street and Haverford to the depot.

Market street extension, depot Forty-second and Chestnut streets—West on Market street from Forty-first street to Sixty-third street, to Vine street; returning the same route.

Spruce street branch, depot Forty-ninth and Woodland avenue—East on Woodland avenue to Forty-seventh street, to Chester avenue, to Forty-first street, to Spruce, to Woodland avenue, to Thirty-third street, to Market street, to Delaware avenue; return, on Market street to Thirty-third street, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to depot.

SUMMARY OF PAYMENTS.

For dividends,	$150,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$2,252,572 79	Capital stock,	$750,000 00
Open accounts,	8,610 00	Bonds,	996,000 00
		Profit and loss,	86,599 38
		Open accounts,	428,583 41
Total,	$2,261,182 79	Total,	$2,261,182 79

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stocks of original and consolidated companies during the year: Twenty per cent. on par value of capital stock.

Paid in dividends, cash, ... $150,000 00

WHITE ELECTRIC TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	T. L. White,	McKeesport, Pa.
Vice President,	C. B. Payne,	Duquesne, Pa.
Secretary,	Homer H. Swaney,	McKeesport, Pa.
Treasurer,	James E. White,	McKeesport, Pa.
General Manager,	Edwin Reiber,	McKeesport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
T. L. White,	McKeesport, Pa.	Gustus Lindenthal,	New York city.
John W. Crawford,	Duquesne, Pa.	I. J. Wilson,	Pittsburg.
C. B. Payne,	Duquesne, Pa.		

Date of annual meeting for election of directors: Third Monday of January, each year.

By whom is the road operated? Said company.

General offices of the company at Pittsburg, Lewis Block, room 812. Branch office, McKeesport, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted November 26, 1890, work was commenced within thirty days and completed in October, 1891.

The company was organized with a subscribed capital of $15,000. It was afterwards increased to $60,000 capital, of which $17,500 was subscribed and paid.

The road was built the greater part of the way, along what was a township road, now Duquesne avenue in the borough of Duquesne, and required a great deal of cutting and filling. The roadbed is filled with furnace slag, ranging in depth from eight inches to two feet.

Track is double rails, thirty pound T rails, planked on each side of rail, etc.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Fifth avenue or Riverton street, McKeesport; thence along Riverton street to the McKeesport and Duquesne bridge; thence to a point on township road in Mifflin township, on the opposite side of the Monongahala river; thence in a northerly direction along the township road to a point near Olive station on the Pittsburg, Virginia and Charleston railroad in the borough of Duquesne, and by the same route returning to the point of beginning at Fifth avenue, on Riverton street, in the city of McKeesport.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	$4,959 50
For interest,	2,100 00
For new passenger cars,	1,800 00
For miscellaneous,	100 00
For toll paid McKeesport and Duquesne Bridge Company, 40 per cent.,	3,946 92
For toll paid McKeesport Light Company for power,	1,500 00
Total,	$14,406 42

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of road, grading, filling, track and wiring,	$80,000 00	Captal stock,	$60,000 00
Materials on hand and tools,	400 00	Bonded indebtedness,	35,000 00
Ties, rails and frogs,	600 00	Floating indebtedness,	4,539 10
Cars and car barn,	10,400 00		
Total,	$91,400 00	Total,	$99,539 10

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Meyers,	Harrisburg, Pa.
Secretary, Treasurer,	John Graham,	Carlisle, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
B. F. Meyers,	Harrisburg, Pa.	P. Russ,	Harrisburg, Pa.
W. G. Eno,	Plymouth, Pa.	John Graham,	Carlisle, Pa.
J. W. Hollenback,	Wilkes-Barre, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By its officers.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Electric and horse power.

42-11-92.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 9, 1891.

The company began operating the road May 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The Wilkes-Barre and Wyoming Valley Traction Company have leased the following roads, and began to operate them May 1, 1892: Wilkes-Barre and Kingston Passenger Railway Company, Coalville Passenger Railway Company, Plymouth Street Railway Company, full accounts of which have been given in their respective reports.

Route—Starting from the public square, city of Wilkes-Barre; thence out Market street to river; thence across the Susquehanna river by the bridge to Wyoming avenue, in the borough of Kingston; thence along Wyoming avenue a distance of six and one-fourth miles to the borough of Wyoming. 2d. From the borough of Kingston, on Market street to Kingston station. 3d. From the borough of Kingston through the main road to Edwardsville; thence along the highway to the borough of Plymouth. 4th. Starting on North Main street to the river bank; thence across the Susquehanna river by the bridge at North street; thence along the roadway to Wyoming avenue, in the borough of Kingston; thence along Wyoming avenue to a point known as Vaughn's corner; thence along the roadway to the borough of Luzerne. 5th. Starting from the public square on South Main street to South Wilkes-Barre. 6th. Starting from East Market and Washington streets, along Washington to Hazle; thence out Hazle street to the borough of Ashley.

NOTE.—The cars on all these branches return by the same route.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 and 10 cts.

SUMMARY OF PAYMENTS.

Total,	$10,001 46

GENERAL BALANCE SHEET.

DR.		CR.	
Amount in cash and in the purchase of other railways and franchises,	$6,500,000 00	Capital stock,	$5,000,000 00
Surplus cash and collectible accounts,	20,871 32	Funded debt,	1,500,000 00
		Operation expenses,	10,001 46
		Profit and loss,	10,869 86
Total,	$6,520,871 32	Total,	$6,520,871 32

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary, Treasurer,	John Graham,	Wilkes-Barre.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	W. G. Eno,	Plymouth, Pa.
B. F. Meyers,	Harrisburg, Pa.	Jno. Lanning,	Wilkes-Barre, Pa.
W. F. Sadler,	Carlisle, Pa.		

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? By its officers previous to May 1, 1892.

With what other companies consolidated? Leased to Wilkes-Barre and Wyoming Valley Traction Company.

Date of consolidation: Leased May 1, 1892.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Horse power and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter December 10, 1859; Supplement May 1, 1861. The road was then constructed from Kingston borough to the Public Square, city of Wilkes-Barre, and two years after, the branch on Main street, city of Wilkes-Barre was added, since then no extension of the road has been made.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at depot of the Delaware, Lackawanna and Bloomsburg railway, at Kingston borough Market street, public highway; thence by side of public highway to Wilkes-Barre bridge, crossing Susquehanna river (owning right of way); thence across said bridge to Market street to South Wilkes-Barre.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

For equipment,	
For maintaining the road or real estate of the corporation, and operating the road,	$15,987 30
For dividends,	1,162 50
For municipal taxes and rents,	
For State taxes,	1,400 51
Total,	$18,550 31

GENERAL BALANCE SHEET.

DR.		CR.	
Value of construction and real estate,	$100,000 00	Capital stock,	$100,000 00
Road bed and railway,	5,808 66	Operation,	9,994 02
Buildings,	184 62		
Taxes on real estate,	1,400 51		
Cash,	2,600 23		
Total,	$109,994 02	Total,	$109,994 02

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, dividend, three per cent. on $100,000.00 capital stock.

Paid in dividends, cash, ... $3,000 00

IMPORTANT CHANGES DURING THE YEAR.

Leased to the Wilkes-Barre and Wyoming Valley Traction Company May 1, 1892.

NOTE.—We have given you the receipts in full to May 1, also to June 30, but those from May 1 to June 30, are embraced in the report of the Wilkes-Barre and Wyoming Valley Traction Company, to whom the road is leased.

WILKES-BARRE AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	C. A. Miner,	Wilkes-Barre, Pa.
Secretary,	H. H. Welles, Jr.,	do.
Treasurer,	Walter Roberts,	do.
General Manager, / General Superintendent,	Wm. A. Armstrong, Jr.,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. A. Miner,	Wilkes-Barre, Pa.	W. Leavenworth,	Wilkes-Barre, Pa.
J. W. Hollenback,	do.	S. B. MacKnight,	Plains, Pa.
W. S. Biddle,	do.	Robert Mitchell,	Plains, Pa.
H. H. Welles, Jr.,	do.	Jno. J. Patterson,	Mifflintown, Pa.
Rogers MacGarry,	do.	Albert Shank,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Its officers and directors.

General offices of the company at Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

See reports for previous years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning on east side public square, and thence on North Main street to Hollenback avenue, to River, to Chestnut street, to Washington street, to city line, to Miner's Mills road in Plains township, to Miner's Mills; thence their own right of way to main road in Plains, to point in front of O. B. McKnight's brick store. Also from public square to East Market, to Canal, to Chestnut, to Washington, near city line, completing circuit. Also on Scott street from Canal to point at Mackin's store. Also from main line in Plains township via George avenue in Plains township and borough of Parsons to crossing of Central Railroad Company of New Jersey.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 & 10 cts.
Tickets in packages of fifty sold for	$1 50

SUMMARY OF PAYMENTS.

For construction,	$5,244 69
For equipment,	7,101 75
For maintaining the road or real estate of the corporation, and operating the road,	29,619 79
For interest on bonds,	1,750 00
For dividends,	2,000 00
For miscellaneous,	1,418 19
For municipal taxes,	62 30
For state taxes,	98 63
Total,	$47,295 35

GENERAL BALANCE SHEET.

DR.		CR	
Construction and equipment,	$120,109 36	Capital stock,	$100,000 00
Constructing Parson's extension,	5,244 69	Bonded deposit,	35,000 00
Real estate and buildings,	9,883 46	Vouchers,	2,735 95
Improvements,	5,967 05	Pay rolls,	2,040 26
Machine shop and tools,	1,147 05	Edison Company,	1,520 00
Supplies,	553 99	Operating expenses,	3,765 28
Park,	1,705 59	Rents,	44 00
North Main street,	1,418 19	Mail service,	125 00
Cash,	437 30	Park rentals,	115 00
Office expenses,	272 65	Profit and loss from 1891,	2,702 13
Interest,	875 00		
Damages,	153 43		
Legal,	237 00		
Surplus,	42 86		
Total,	$148,047 62	Total,	$148,047 62

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 30, dividend of 2 per cent. on $100,000 capital stock.

Paid in dividends, cash,	$2,000 00

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. R. Rhoads,	Williamsport, Pa.
Vice President,	H. C. Parsons,	do.
Secretary,	J. F. Starr,	do.
Treasurer,	John Lawshe,	do.
Superintendent,	H. C. Young,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. C. Parsons, ...	Williamsport, Pa.	William Emery, ...	Williamsport, Pa.
Henry W. White, ...	do.	J. R. T. Ryan, ...	do.
C. LaRue Munson, ...	do.		

Date of annual meeting for election of directors: In December of each year previous to 31st, at the call of the president with notice to all of the stockholders.

By whom is the road operated? By the owners.

General offices of the company at 760 West Fourth street, Williamsport, Pa.

For information relating to this report, address John Lawshe, treasurer, or J. F. Starr, secretary.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Williamsport Passenger Railway Company was incorporated under special act of assembly approved 15th April, 1863 (P. L. 1864, page 1080, etc.). The corporation was duly organized in accordance with the provisions of this act, and a railway constructed in the city of Williamsport from the Philadelphia and Erie railroad crossing on West Fourth street, eastwardly along said West Fourth street to Pine street; thence southerly on Pine to West Third street; thence easterly on Third street to a point near the intersection of the Philadelphia and Erie railroad. The original rails laid were the small T rail. The road was operated with limited success until 1879, when the stock changed hands and a new management took possession of the road, and renewed the track with thirty-eight-pound center-bearing steel rails and paving with stone the entire length of the road between the rails. In February, 1887, the company resolved to extend its tracks on West Third street westerly, from Pine to Grier street, and also on East Fourth street from Pine to Basin, with connecting tracks on Basin, Grier and Campbell street. Materials were placed on the ground for these extensions; but before the tracks were laid the city of Williamsport introvened by injunction restraining the company from laying the tracks without first having obtained permission from the city authorities. This was resisted by the railway company and resulted in a decision by the supreme court of the state affirming the right of the railway company to lay its tracks and operate its road on any of the streets, lanes or alleys of the city of Williamsport without municipal interference (see case Williamsport Passenger Railway Company's Appeal, 120 Pennsylvania State Report, page 1, etc.). The company proceeded after this decision in its favor, to lay its tracks on the streets above designated, and also on West Fourth street from the Philadelphia and Erie railroad crossing westerly to Lycoming creek. The rails used were forty-two-pound steel center-bearing rail and stone paving between the rails the entire length of the road. The extensions were completed by September 1, 1888, and two lines of cars have since been running as designated elsewhere in this report. The total length of the tracks, including sidings, now being five miles and 2,765 feet.

October 1, 1890, the stock of the company changed hands and came under new management; steps were taken to improve the entire road. During the summer of 1891, the old track was taken up and relaid with sixty-pound Wharton side-bearing wide-tread steel rail and repaved between rails with stone, viz: From East Third street at Philadelphia and Erie railroad crossing west to Basin street, single track; from Basin on Third, west to Pine street, double track; from Third and Pine street, on Pine to Fourth street, single track; from Pine on Fourth, west to Park street, double track; from Park, west to car house on Philadelphia and Erie railroad crossing, single track. The trolley electric system was adopted as the motor power. Cars

electrically equipped were put upon the road and the entire service has been electrical since September, 1891. During the present summer the company have been extending their road and building branches, now reaching the old town of Newberry or Seventh ward, city of Williamsport.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Fourth street line.—Beginning at car house, West Fourth and Grier streets, east on Fourth street to Basin, south on Basin to Third, west on Third to Pine, north on Pine to Fourth; returning west on Fourth street, double track to 300 feet west of Park street, and from there to car house on single track.

Third street line.—Beginning at car house, Fourth and Grier streets, south on Grier to Third, east on Third to Laurel, on single track; continuing east on Third to Basin, on double track, and from Basin to Philadelphia and Erie railroad on Third street, single track; returning by same route to car house; thence west on Fourth street to Lycoming creek bridge, and return on same track to car house; Campbell street, from Third street to Fourth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For construction, For equipment, Under contract, not completed,	$252,804 64
For maintaining the road or real estate of the corporation, and operating the road,	33,232 95
For interest,	4,235 64
For dividends,	5,000 00
For real estate,	2,572 01
For miscellaneous,	741 09
For municipal taxes,	400 00
For state taxes,	902 58
Total,	$299,888 91

GENERAL BALANCE SHEET.

DR.		CR.	
New construction and equipment,	$252,804 64	Capital stock,	$250,000 00
Old construction,	100,015 54	Bonds payable,	113,000 00
Old equipment,	1,200 94	Accounts due sundry persons.	2,274 42
Real estate,	7,350 43	Profit and loss,	2,551 89
Office fixtures and tools,	658 13		
Cash,	3,899 13		
Bills receivable,	240 00		
Accounts due from sundry persons,	1,657 50		
Total,	$367,826 31	Total,	$367,826 31

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 13, 1892, 2 per cent on $250,000, $5,000.

Paid in dividends, cash,	$5,000 00
Balance for the year, or surplus,	2,551 89
Surplus at commencement of the year,	2,823 29
Total surplus,	2,551 89
Surplus invested as follows:	
Cash and loans,	2,551 89

IMPORTANT CHANGES DURING THE YEAR.

Two and three-fourths miles of the old track relaid and one mile of new track laid with sixty-pound Wharton girder rail.

The first partial change from horse to electric power was made August 7, 1891, and about the middle of November, 1891, the use of horses was abandoned entirely.

YORK STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	W. H. Lanius,	York, Pa.
Secretary	John F. Kell.	do.
Treasurer	Grier Hersh,	do.
General Manager	W. H. Lanius,	do.
General Superintendent	R. V. Thomas,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. H. Lanius,	York, Pa.	John Fahs,	York, Pa.
Chas. S. Weiser	do.	George S. Schmidt,	do.
Frank Geise,	do.	Grier Hersh.	do.
Daniel K. Trimmer	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The York Street Railway Company.

General offices of the company at 27 East Market street, York. Pa.

For information relating to this report, address John F. Kell, secretary, York, Pa.

What kind of power is used for propelling the cars on your road? Horse, but being changed to electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, February 8, 1886.

During the summer of 1886, one and one-half miles of road were constructed in the western part of the city of York, and put in operation September 30, 1886. In 1887, one mile of track was constructed in the western part of the city, making a loop of the ends built in 1886. There was also one-half mile constructed in the eastern part of the city, and operated commencing August 11, 1887. In 1888 one mile of track was constructed in the southern part of the city, and operated from July 4, 1888. In 1890, one mile of track was constructed from West Market street over Richland avenue to Highland Park. In the fall of 1890, about one-half mile of track was constructed on North George street, from Centre Square to the city limits on the north, and on North street, from North George street to Duke street in order to reach the passenger station of the Northern Central and Pennsylvania railroads, and operated commencing October 20, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Market street from Broad street on the east to Richland avenue on the west; continuing north on Richland avenue to Linden avenue, on Linden avenue northeast to West York street, on West York street, southeast to junction of Philadelphia street and Penn street, across Philadelphia street, and south on Penn street to Market street, on George street from the bridge across the Codorus on the north to the residence of Grier Hersh, Esq., "Spring Dale," on the south, crossing the Market street line at Centre Square, on North street from George street east to the Northern Central railroad and Pennsylvania railroad passenger stations, on Richland avenue from Market street south to Highland Park.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

For construction,	$321 73
For equipment, exclusive of new cars and horses,	10 00
For maintaining the road or real estate of the corporation, and operating the road,	17,709 80
For interest,	231 19
For dividends,	2,496 00
For new passenger cars and horses,	1,476 80
For payments to loan account,	5,500 00
For miscellaneous,	3,410 53
For state taxes,	759 16
Total,	$31,915 21

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$53,797 31	Capital stock paid in full,	$85,700 00
Equipment,	22,354 32	Unfunded debt,	8,300 00
Real estate,	16,963 63	Outstanding orders,	70 40
Tools, etc.,	248 86	Profit and loss,	3,242 57
Office and stable supplies,	45 58		
Hay, straw and oats,	125 00		
Manure,	25 00		
Cash,	3,753 07		
Total,	$97,312 97	Total,	$97,312 97

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: February 8, 1892. Three (3) per cent on $83,200.

Paid in dividends, cash,	$2,496 00
Paid for real estate,	3,247 53
Balance for the year, or surplus, exclusive of amount paid for real estate,	2,821 89
Surplus at commencement of the year,	2,839 50
Total surplus,	5,661 39

IMPORTANT CHANGES DURING THE YEAR.

This company having decided to change the motive power of its road from horse to electricity, contracts for supplying current for rails, ties, motors, cars, etc., to effect the change were made in June, 1892, and the work of making the change was in progress at the date of closing this report.

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. A. Buchanan,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph S. Harris,	Philadelphia.	T. McKean,	Philadelphia.
J. W. Woolston,	do.	S. Shepherd,	do.
E. W. Clark,	do.	C. F. Howell,	do.
F. R. Cope,	do.	Edward Lewis,	do.
E. Roberts, Jr.,	do.		

Date of annual meeting for election of directors: First Tuesday in February.

General offices at 226 South Third street, Philadelphia.

NOTE.—The Delaware Division Canal is leased to the Lehigh Coal and Navigation Company for ninty-nine years, from April 1, 1866, at a stipulated rental per annum; all returns not answered in this report are included in the report of the Lehigh Coal and Navigation Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, ... $1,633,350 00

Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent. per annum paid on August 15, 1891. on 2,158 shares; no dividend at this date paid on 30,059 shares (same not being entitled to dividend); paid on February 15, 1892, on 2,158 shares; no dividend at this date paid on 30,509 shares (same not being entitled to dividend).

DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. M. Olyphant,	New York city.
Vice President,	Le G. B. Cannon,	New York city.
Second Vice President	H. G. Young,	Albany, N. Y.
Secretary,	F. M. Olyphant,	New York city.
Treasurer,	C. A. Walker,	New York city.
General Superintendent,	S. O. Rose,	Honesdale, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Le Grand B. Cannon,	New York city.	James A. Roosevelt,	New York city.
James Rosevelt,	Hyde Park, N. Y.	Alexander E. Orr,	do.
Robert M. Olyphant,	New York city.	Oliver P. C. Billings,	do.
Benjamin H. Bristow,	New York city.	Samuel Spencer,	do.
R. Snydam Grant,	New York city.	Cornelius Vanderbilt,	do.
William H. Tillinghast,	New York city.	Chauncey M. Depew,	do.
Alfred Van Santvoord,	New York city.		

General offices at 21 Cortlandt street, New York city.

Date of annual meeting for election of directors: Second Tuesday in May.

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: September 15, 1891, dividend $1\frac{3}{4}$ per cent.; December 15, 1891, $1\frac{3}{4}$ per cent.; March 15, 1892, $1\frac{3}{4}$ per cent.; June 15, 1892, $1\frac{3}{4}$ per cent. Total, 7 per cent.

LEHIGH COAL AND NAVIGATION COMPANY.

OFFCERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. S. Harris,	Philadelphia.
Secretary, Treasurer,	S. Shepherd.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. W. Clark,	Philadelphia.	E. B. Leisenring.	Mauch Chunk.
F. R. Cope,	Philadelphia,	Abram S. Hewitt,	New York.
Charles Parrish,	Wilkesbarre.	Thomas McKean,	Philadelphia.
James M. Willcox,	Philadelphia.	Edward S. Buckley.	Philadelphia.
Edward Lewis,	Philadelphia.	Charlemagne Tower, Jr.,	Philadelphia.
Samuel Dickson,	Philadelphia.		

General offices at 226 South Third street, Philadelphia.

Date of annual meeting for election of directors: Fourth Tuesday in February.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$133,811 99
For dividends,	716,420 00
For interest,	815,326 39
For surplus fund, municipal taxes and state taxes,	96,400 34
For other payments,	398,449 03
Total,	$2,160,407 75
Surplus,	$50,195 63

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, $14,366,650.00; 287,333 shares.

Rate and date of all cash dividends on stock of original and consolidated companies: November 3, 1891, $357,753.75, 2½ per cent.; May 2, 1892, $358,666.25, 2½ per cent.

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Max K. Moorhead,	Pittsburg.
Secretary, Treasurer,	William Bakewell,	Westmoreland county, Pa.
Chief Engineer,	Thomas P. Roberts,	Pittsburg.
Cargo Inspector,	William P. Wood,	Pittsburg.
Superintendent of Repairs,	Thomas McGowan,	Lock No. 4, Washington county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph Albree,	Allegheny, Pa.	George B. Logan,	Allegheny, Pa.
Alexander Bradley,	Pittsburg.	J. B. Murdock, M. D.,	Pittsburg.
Felix R. Brunot,	Allegheny, Pa.	A. E. W. Painter,	Allegheny, Pa.
Allan C. Bakewell,	New York, N. Y.	John H. Ricketson,	——
James J. Donnell,	Allegheny, Pa.	George Shiras, Jr.,	——

Date of annual meeting for election of directors: Second Thursday of January in each year.

RECEIPTS AND DISBURSEMENTS.

Receipts.			
Tolls on coal and slack,	$232,513 92		
coke,	679 50		
timber, steamers, etc.,	90,144 60		
passengers,	7,733 85		
Total,	$331,071 87		
Less uncollected tolls,	24,736 85		
		$306,335 02	
Toll bills collected,		21,937 24	
Received on mortgage,		1,666 67	
Interest,		300 00	
For use of flat boats,		162 67	
			$330,401 60
Disbursements.			
Paid on dividends,		$131,970 00	
Maintenance and operation,		86,529 53	
Paid interest on bonds (coupons),		22,675 00	
Paid state taxes,		18,894 38	
Other payments,		305 00	
			260,373 91
Surplus,			$70,027 69

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: June 30, 1892, 32,961 shares at par value, $50 per share, amounting to $1,648,050.00.

Rate and date of all cash dividends on stock of original and consolidatad companies: July 9, 1891, dividend of four per cent. on $1,647,650.00 stock, $65,906.00; January 14, 1892, dividend of four per cent. on $1,648,000.00 stock, $65,920.00.

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	I. J. Wistar,	Philadelphia.
Secretary,	N. Whiteman,	Philadelphia.
Treasurer,	A. Haviland,	Philadelphia.
Chief Engineer,	T. T. Wierman,	Harrisburg, Pa.
Superintendent of Equipment,	F. J. Deemer,	Wilkesbarre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac J. Wister,	Philadelphia.	Simon Gratz,	Philadelphia.
George B. Roberts,	do.	John P. Green,	do.
A. J. Cassatt,	do.	Clement A. Griscom,	do.
Wm. J. Howard,	do.	Amos R. Little,	do.
Jos. N. DuBarry,	do.	N. Parker Shortridge,	do.
Alexander Biddle,	do.	Henry D. Welsh,	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$102,371 87

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Howard Hancock,	Philadelphia.
Secretary,	Howard T. Naisby,	do.
Treasurer,	Richard Tull,	do.

General offices at No. 227 South Fourth street, Philadelphia.

MANAGERS.

NAMES OF MANAGERS.	RESIDENCES.	NAMES OF MANAGERS.	RESIDENCES.
Jas. M. Landis,	Philadelphia.	Wm. J. Hurst,	Philadelphia.
C. K. Klink,	do.	Fred'k Reel,	do.
Roswell Weston,	do.	John McLannan,	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SCHUYLKILL NAVIGATION COMPANY, PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
General Superintendent,	J. A. Sweigard,	do.
Superintendent and Engineer,	E. T. Smith,	do.

General office at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$40,279 39
Total,	$40,279 39
Surplus,	$26,591 13

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Charles F. Mayer,	Baltimore, Md.
Treasurer.	Robert D. Brown,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Enoch Pratt.	Baltimore, Md.	A. J. Antelo,	Philadelphia.
Osmun Latrobe.	do.	Peter C. Hollis,	do.
Gilmor Meredith,	do.	Richard L. Ashurst,	do.
James Sloan, Jr.,	do.	A. A. McLeod,	do.
C. Ridgely Goodwin.	do.	James Boyd,	do.
Charles J. M. Gwinn,	do.	George deB. Keim,	do.

General office at Baltimore, Md.

Date of annual meeting for election of directors: Second Monday in May.

The Susquehanna Canal is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety-nine years, from January 2, 1872, at a rental as was agreed upon on January 30, 1889, of $20,000.00 per annum.

SUMMARY OF EXPENSES.

For interest, paid State of Maryland,	$10,000 00
State taxes,	36 01
For other payments,	669 56

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	$2,002,746 00

SUSQUEHANNA AND TIDE-WATER CANAL COMPANY, THE PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	A. A. McLeod	Philadelphia.
Secretary	W. R. Taylor	do.
Treasurer	W. A. Church	do.
General Superintendent	I. A. Sweigard	do.
Superintendent and Engineer	E. T. Smith	do.

General offices at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$16,097 77
Loss,	$7,067 63

REPORT OF

TELEGRAPH AND TELEPHONE COMPANIES.

AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	A. B. Clandler,	New York.
Vice President,	Theo. M. Etting,	Philadelphia.
Secretary,	M. Richards Muckle,	Philadelphia.
Treasurer,		
General Manager,	George J. Jewell,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York.	T. Morris Knight,	Philadelphia.
Theo. M. Etting,	Philadelphia.	Benoni Frishmuth,	do.
M. Richards Muckle,	Philadelphia.	Henry Nuss, Jr.,	do.
Edward J. Mathews,	Philadelphia.	E. C. Platt,	do.
John Rommell, Jr.,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in May of each year.

By whom owned: Stockholders.

By whom operated: Stockholders.

The general offices of the company are located at No. 113 South Broad street, Philadelphia.

Address correspondence relating to this report to No. 113 South Broad street, Philadelphia.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates as published by these lines. Our traffic for messenger service is based on time—thirty cents per hour.

SUMMARY OF PAYMENTS.

For construction of new lines,	$1,742 60
For dividends,	20,000 00
For miscellaneous (including payment to the corporations and individuals),	110,780 98
For taxes,	1,826 71
For surplus fund,	4,177 60
Total,	$138,527 89

GENERAL BALANCE SHEET.

DR.		CR.	
License and patent right account. .	$316,612 00	Capital stock, ...	$400,000 00
Watch clock patent right account. .	1,751 25	Balances due corporations and individuals.	7,541 96
Charter and incorporating account,	250 00	Loss and gain.	10,478 05
General construction, ...	53,490 72		
Equipment, ...	14,949 25		
Supplies, ...	2,974 14		
Trustee stock, A. D. T. Co., ...	4,650 00		
Accounts receivable, ...	10,658 00		
Cash.	12,684 65		
Total, ...	$418,020 01	Total.	$418,020 01

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 4, 1891, fifty cents per share; May 4, 1892, fifty cents per share and an extra dividend of twenty-five cents per share.

Amount paid in dividends, cash, ... $20,000 00

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Edward J. Hall, Jr., ...	Township of Morris, N. J.
Secretary.	Melville Egleston, ...	Elizabeth, N. J.
Treasurer, ...	Samuel B. Huey, ...	Philadelphia.
District Superintendent, ...	F. W. Griffin.	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Edward J. Hall, Jr.,	Township of Morris, N. J.	Josiah R. Adams. .	Philadelphia.
Melville Egleston, . .	Elizabeth, N. J.	F. W. Griffin.	Philadelphia.
Samuel B. Huey, . .	Philadelphia.		

Date of annual meeting for election of directors: First Friday of February.

By whom owned: American Telegraph and Telephone Company of Pennsylvania.

By whom operated: American Telephone and Telegraph Company.

The general offices of the company are located at No. 134 South Fourth street, Philadelphia.

Address correspondence relating to this report to Samuel B. Huey, treasurer, southeast corner Fifth and Chestnut streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The certificate of incorporation of the American Telegraph and Telephone Company of Penusylvania, was approved by the Governor of Pennsylvania, January 13, 1885.

The company was organized thereunder in Philadelphia, February 19, 1885, and J. R. Adams was elected president, S. B. Huey, secretary and J. E. Kingsley, treasurer.

It has constructed the following lines, viz: one from Philadelphia to West Nottingham (state line); one from Newtown Square to Easton; one from Monterey to Choconut; one from Temple to Harrisburg; one from North East to Erie; one from Erie to Newcastle; one from Newcastle to Ohio state line; from Altoona to Hazleton; from Pittsburg to Marshall, and from Harrisburg to Pittsburg.

SUMMARY OF PAYMENTS.

For construction of new lines,	$435,274 01

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$1,366,708 80	Capital,	$10,000 00
Equipment,	20,712 72	Unfunded debt,	1,377,421 52
Total,	$1,387,421 52	Total,	$1,387,421 52

IMPORTANT CHANGES DURING THE YEAR.

Lines have been built from Altoona to Hazleton; from Pittsburg to Marshall; from Harrisburg to Pittsburg, and from Newcastle to Ohio state line.

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Norvin Green,	New York city.
Vice President,	Thomas T. Eckert,	New York city.
Secretary, Treasurer,	R. H. Rochester,	Englewood, N. J.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Norvin Green,	New York city.	James Merrihew,	Glen Ridge, N. J.
Thomas T. Eckert,	New York city.	William B. Gill,	Philadelphia.
Charles A. Tinker,	Brooklyn, N. Y.	Hy. Bentley,	Philadelphia.
J. B. Van Every,	Brooklyn, N. Y.	George Merrihew,	Philadelphia.
R. H. Rochester,	Englewood, N. J.		

Date of annual meeting for election of directors: Third Thursday of July.

By whom owned: Atlantic and Ohio Telegraph Company.

By whom operated: Western Union Telegraph Company, lessee.

With what other companies consolidated: Pennsylvania Telegraph Company.

Date of consolidation: July, 1862.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Atlantic and Ohio Telegraph Company was formed to operate a line of telegraph erected by Henry O'Reilly from Philadelphia to Pittsburg. The company

was organized in Philadelphia on July 3 and 4, 1848, and was incorporated under the laws of the State of Pennsylvania on March 24, 1849. All its property was leased April 15, 1864, to the Western Union Telegraph Company for a term of ten years, and thereafter until six months notice shall have been given by either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None since the lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known to the present officers.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock (not belonging to the Western Union Telegraph Company) amounting now to $6,435.00.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President,	A. Lowden Snowden,	——
Secretary,	W. T. Westbrooke,	Philadelphia.
Treasurer,		
General Manager,	Charles Selden,	Baltimore, Md.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCE.
John K. Cowen,	Baltimore, Md.	Charles A. Porter,	——
W. T. Westbrooke,	Philadelphia.	A. Loudon Snowden,	——
L. S. Filbert,	New York city.		

Date of annual meeting for election of directors: Second Wednesday in May.

By whom owned: Baltimore and Ohio Telegraph Company of Pennsylvania.

By whom operated: Baltimore and Ohio Telegraph Company of Pennsylvania.

General offices of the company are located at corner of Third and Chestnut streets, Philadelphia.

Address correspondence relating to this report to Charles Selden, general manager, Baltimore, Md.

TARIFF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles and under two hundred miles,	$0 25	$0 02

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue: $20,000.00.

IMPORTANT CHANGES DURING THE YEAR.

Balance of wire removed on account of not paying expenses.

BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James Marrihew,	Glen Ridge, N. J.
Vice President,	Wm. B. Gill,	Cheltenham, Pa.
Secretary,	Samuel B. Huey,	Philadelphia.
Treasurer,	A. A. Ziegler,	Philadelphia.
General Manager,	Samuel M. Plush,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Merrihew,	Glen Ridge, N. J.	Thomas T. Eckert,	New York.
Wm. B. Gill,	Cheltenham, Pa.	Charles A. Tinker,	New York.
Henry Bentley,	Philadelphia.	James E. Mitchell,	Philadelphia.
Thomas E. Cornish,	Philadelphia.	Samuel M. Plush,	Philadelphia.
H. S. Huidekoper,	Philadelphia.	John E. Hudson,	Boston, Mass.
Joel J. Baily,	Philadelphia.	Wm. T. Westbrook,	Media, Pa.

Date of annual meeting for election of directors: Third Tuesday of February.

SUMMARY OF PAYMENTS.

For purchase of real estate,	$6,104 12
For interest,	2,285 51
For dividends,	67,200 00
For miscellaneous,	449,145 72
For taxes,	6,174 01
Total,	$530,909 36
Total amount of surplus fund,	$233,363 65

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$560,000 00	Capital stock,	$560,000 00
Real estate,	168,365 62	Real estate mortgage note,	25,000 00
Investments,	65,270 08	Reserve for unearned rentals,	20,766 45
Material,	30,273 62	Bills and accounts payable,	21,878 04
Accounts receivable,	33,702 61	Surplus,	233,363 65
Cash,	5,396 21		
Total,	$861,008 14	Total,	$861,008 14

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 15, 1891, 3 per cent.; December 15, 1891, 3 per cent.; March 15, 1892, 3 per cent.; June 21, 1892, 3 per cent.

Amount paid in dividends, cash,	$67,200 00
Surplus at commencement of the year,	$236,443 07
Total surplus,	233,363 65
Surplus invested as follows:	
Cash,	$3,396 21
Balance of accounts due company,	33,702 61
Material, fuel and stores,	30,273 62
Other items,	165,991 21

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	D. Leet Wilson.	Pittsburg.
Vice President.	Charles O. Rowe.	do.
Secretary.	John G. Stoakes.	do.
Treasurer.		
General Manager.	Henry Metzger.	do.
General Superintendent.	W. D. Paynter.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. Leet Wilson.	Pittsburg.	H. S. Huidekoper.	Philadelphia.
John E. Hudson.	Boston, Mass.	George G. Hall.	Cincinnati.
C. Jay French.	Boston, Mass.	John L. George.	Pittsburg.
James Merrihue.	New York, N. Y.	George I. Whitney.	Pittsburg.
Charles O. Rowe.	Pittsburg.		

Date of annual meeting for election of directors: Second Thursday in February of each year.

By whom owned: Central District and Printing Telegraph Company.

By whom operated: Central District and Printing Telegraph Company.

The general offices of the company are located at Pittsburg, corner of Seventh avenue and Montour Way.

Address correspondence relating to this report to the Central District and Printing Telegraph Company, corner Seventh avenue and Montour Way.

HISTORY OF ORGANIZATION AND CONSTRUITION.

The Central District and Printing Telegraph Company was originally incorporated in the State of New York, on April 14, 1874, under the provisions of an act, entitled "An act to provide for the incorporation and regulation of telegraph companies," passed

April 12, 1848, and of the acts additional thereto and amendatory thereof—for the purpose of owning, constructing, using and maintaining a line or lines of electric telegraph, etc. The route of line as defined in its articles of incorporation was as follows, viz: From Jamestown, Chautauqua county, New York, to Mansfield, Ohio; thence to Wheeling, West Virginia; thence to Pittsburg, Pennsylvania. The company was engaged for a time in the business of building electric telegraph lines in the city of Pittsburg and vicinity and leasing them to private firms and individuals at an annual rental, this company in most cases owning and maintaining the lines and the firms or individuals leasing them operating them. The "Morse" telegraph instruments on these lines were in a majority of cases superseded by "Gray's automatic printing telegraph instruments," and these in turn were superceded by telephones.

On August 10, 1881, the Central District and Printing Telegraph Company became a corporation under the laws of the State of Pennsylvania by accepting the provisions of the law enacted on June 9, 1881, authorizing foreign corporations to become corporations in the State of Pennsylvania, and prescribing the method of their doing so, for the purpose of carrying on the business of constructing, owning, leasing and operating telegraph and telephone lines, buying, selling and dealing in electrical apparatus and supplies, etc., with the principal office located in Pittsburg. The corporation under the laws of the State of New York was then dissolved and its charter renounced and annulled.

The principle business of the company since its incorporation in the State of Pennsylvania has been, and is at present, that of furnishing telephone service to its subscribers and leasing telephones and telegraph lines to private parties. It is also engaged in the district messenger business in the cities of Pittsburg and Allegheny.

GENERAL BALANCE SHEET.

DR.		CR.	
Franchises,	$250,000 00	Capital stock,	$825,000 00
Construction and equipment,	710,702 46	Scrip,	65,810 00
Real estate,	324,442 46	Mortgage (payment assumed by the company),	30,000 00
Supplies in stock,	29,071 84	Accounts payable,	20,135 22
Accounts receivable,	135,266 85	Surplus,	459,194 16
Cash,	6,654 43	Reserve for unearned rentals,	51,004 35
		Reserve for taxes,	3,101 43
		Reserve for accrued interest,	1,437 08
		Reserve for sundry accounts,	455 80
Total,	$1,456,138 04	Total,	$1,456,138 04

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: A stock dividend of seventy-five thousand dollars ($75,000) was declared on October 8, 1891.

Amount paid in dividends, stock,	$75,000 00
Balance for the year, or surplus,	67,770 76
Surplus at commencement of the year,	391,423 40
Total surplus,	459,194 16

Surplus invested as follows:

Cash and loans,	$6,654 43
Balance of accounts due company,	135,266 85
Material, fuel and stores,	29,071 84
Other items, construction, equipment and real estate,	288,201 04

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. R. Rhoads,	Williamsport, Pa.
Vice President,	Richard O'Brien,	Scranton, Pa.
Secretary,	J. E. Wilkinson,	Williamsport, Pa.
Treasurer,		
General Manager,	R. M. Bailey,	Williamsport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. M. Bailey,	Williamsport, Pa.	A. D. Hermance,	Williamsport, Pa.
S. S. Blair,	Tyrone, Pa.	H. S. Huidekoper,	Philadelphia.
J. H. Boyer,	Williamsport, Pa.	C. La Rue Munson,	Williamsport, Pa.
Addison Candor,	Williamsport, Pa.	Richard O'Brien,	Scranton, Pa.
Charles H. Dougal,	Washington, D. C.	Henry W. White,	Williamsport, Pa.
William Emery,	Williamsport, Pa.	H. R Rhoads,	Williamsport, Pa.
C. Jay French,	Boston, Mass.	J. E. Wilkinson,	Williamsport, Pa.
John A. Gamble,	Williamsport, Pa.		

Date of annual meeting for election of directors: Fourth Thursday of January.

The general offices of the company are located at 760 West Fourth street, Williamsport, Pa.

Address correspondence relating to this report to company at their general offices, as above.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport, Philipsburg, Bellefonte, Altoona, Milton and Shamokin. The chartered limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming, and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888; the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburg. The company now has telephone exchanges established and in operation in all the principle cities and towns in the territory covered by its charter and the district has been fully occupied and ample telephone communication furnished to the public. The entire district, with the exception of Elk county, has its various centers or telephone exchanges connected with each other by wire as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of long distance metallic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en-route connected, which lines were completed and put in operation August 1, 1890.

Long distance metallic circuit lines of this company from Williamsport westward to Altoona with intermediate stations connected, were completed and put in operation June 1, 1892.

Long distance metallic circuit lines from Tyrone northward to Philipsburg coal regions are in process of construction.

The territory of DuBois with a radius of five miles in Clearfield county, was transferred to the Central District and Printing Telegraph Company of Pittsburg as of January 1, 1892.

For the capital stock, general business, receipts and expenditures of the company, reference is made to the other parts of this report.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

EX-TERRITORIAL PER CONVERSATION OF FIVE MINUTES.

Metallic circuits:	
Ten to twenty miles,	$0 30
Twenty to thirty miles,	40
Forty to fifty miles,	50
Fifty to sixty miles,	60
Grounded circuits all distances,	$0 25

SUMMARY OF PAYMENTS.

For construction of new lines,	$14,326 36
For interest,	1,554 98
For dividends,	36,000 00
For miscellaneous,	151,309 29
For taxes,	4,081 54
Total,	$207,272 17

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$559,273 06	Capital stock,	$800,000 00
License,	275,100 00	Bills payable,	47,000 00
Furniture,	1,980 93	Due to sundry persons,	6,966 92
Supplies,	5,466 93	Reserve,	4,763 45
Cash,	9,577 23	Surplus,	5,501 41
Due from exchange managers,	2,676 42	Undivided profits,	25,697 91
Due from sundry persons,	35,855 12		
Total,	$889,929 69	Total,	$889,929 69

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July 25, 1891, cash dividends of 1½ per cent. on 8,000 shares,	$12,000 00
October 24, 1891, cash dividends of 1½ per cent. on 8,000 shares,	12,000 00
January 30, 1892, cash dividends of 1½ per cent. on 8,000 shares,	12,000 00
Amount paid in dividends, cash,	$36,000 00
Balance for the year, or surplus,	$5,500 41
Surplus at commencement of the year,	2,677 84
Total surplus,	5,500 41
Surplus invested as follows:	
Balance of accounts due company,	$33 48
Material, fuel and stores,	5,466 93

IMPORTANT CHANGES DURING THE YEAR.

The completion of long distance metallic circuits to points connecting beyond the license territory of the company in the west.

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	J. Merrihew	New York city.
Vice President	C. A. Tinker	New York city.
Secretary, Treasurer	W. J. McLaughlin	Philadelphia.
General Superintentent	W. B. Gill	Philadelphia.
Superintendent	W. T. Westbrooke	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Merrihew	New York city.	W. B. Gill	Philadelphia.
C. A. Tinker	New York city.	George Merrihew	do.
Henry Bently	Philadelphia.	W T. Westbrooke	do.
S. M. Plush	Philadelphia.		

Date of annual meeting for election of directors: Third Tuesday in September.

By whom owned: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

By whom operated: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 406 Market street, Philadelphia.

Address correspondence relating to this report to W. J. McLaughlin, treasurer, 406 Market street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 28, 1883, being enrolled in charter book, No. 17, page 11, application having been made by the following named gentlemen: John E. Zeblin, S. M. Plush, James Merrihew, S. S. Garwood and William B. Gill.

The company carries on business in the following counties of the commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester, Media and state line, via Darby; Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phœnixville and other points within the counties named.

TARIFF RATES FOR TRANSMISSION OF MESSAGES—TOLL RATES.

NUMBER OF MILES.	Rates for five minutes to subscribers.	Rates for five minutes to non-subscribers.
For ten miles and under	Free.	$0 25
For fifteen miles and under twenty miles	$0 15	30
For twenty miles and under twenty-five	20	35
For twenty-five miles and over	25	35
Amount of charge per month for use of telephone	4 17	.....

SUMMARY OF PAYMENTS.

For construction of new lines,	$1,812 35
For miscellaneous,	63,066 37
For taxes,	3,016 09
For surplus fund,	3,817 87
Total,	$71,712 68
Total amount of surplus fund,	$68,614 28

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$86,701 12	Capital,	$10,000 00
		Due corporation,	8,086 84
		Profit and loss,	68,614 28
Total,	$86,701 12	Total,	$86,701 12

STOCK AND DIVIDENDS.

Balance for the year or surplus,	$3,817 87
Surplus at commencement of the year,	64,796 41
Total surplus,	68,614 28
Surplus invested as follows:	
Construction,	68,614 28

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. T. Robinson,	Berrysburg, Pa.
Vice President,	P. B. Lyter,	Elizabethville, Pa.
Secretary,	I. T. Buffington,	Elizabethville, Pa.
Treasurer,	Cyrus Romberger,	Elizabethville, Pa.
General Manager,	H. H. Weaver,	Elizabethville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
I. T. Buffington,	Elizabethville, Pa.	J. T. Robinson,	Berrysburg, Pa.
H. H. Weaver,	do.	John W. Deibler,	do.
P. B. Lyter,	do.		

Date of annual meeting for election of directors: December of each year.

The general offices of the company are located at Elizabethville, Pa.

Address correspondence relating to this report to H. H. Weaver, general manager, Elizabethville, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one-hundred miles or under,	$0 20	$0 01

GENERAL BALANCE SHEET.

DR.		CR.	
Line complete,	$309 92	Capital stock,	$300 00
Due us in ledger,	15 00	Undivided profits,	41 93
Cash in treasury,	17 01		
Total,	$341 93	Total,	$341 93

STOCK AND DIVIDENDS.

Surplus at commencement of the year,.	$41 93
Total surplus, ...	$41 93
Surplus invested as follows:	
Cash and loans,.	$26 93
Balance of accounts due company,.	15 00

NATIONAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President, ...	Thomas T. Eckert, ...	New York.
Vice President, ...	John Van Horne, ...	do.
Secretary, ...	Thos. F. Clark, ...	do.
Treasurer, ...	R. H. Rochester, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas T. Eckert, ...	New York.	Chas. A. Tinker, ...	New York.
John Van Horne.	New York.	Thos. F. Clark, ...	do.
Robert C. Cloury, ...	Chicago, Ill.		

Date of annual meeting for election of directors: Second Wednesday of December.

By whom owned? National Telegraph Company.

By whom operated in Pennsylvania? National Telegraph Company.

The general offices of the company are located at New York.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated August 17, 1883, under the laws of the State of New York. The present officers know nothing of the early history of the company.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

For one hundred miles or under: Rates for ten words, twenty-five cents; each additional word, two cents.

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Charles F. Cutler,	New York.
Vice President,	Wm. N. Eastabrook,	Elmira, N. Y.
Secretary,	Hiram F. Stevens,	Brooklyn, N. Y.
Treasurer,	Joel C. Clark,	South Flamingham, Mass.
General Manager,	Wm. N. Eastabrook,	Elmira, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Charles F. Cutler,	New York.	John E. Hudson,	Boston, Mass.
Wm. N. Eastabrook,	Elmira, N. Y.	David B. Parker,	New York.
Joel C. Clark,	South Flamington, Mass.	Henry L. Storke,	Auburn, N. Y.
Horace C. French,	Elmira, N. Y.		

Date of annual meeting for election of directors: First Wednesday in March.

The general offices of the company are located at Elmira, N. Y.

Address correspondence relating to this report to H. F. Stevens, secretary, Elmira, N. Y.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized December, 1882.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rate based on one cent per mile; five minutes conversation.

SUMMARY OF PAYMENTS.

For construction of new lines,	$22,553 62
For dividends,	34,650 00
For taxes,	2,839 51
For surplus fund,	468 25
Total,	$60,511 38
Total amount of surplus fund,	$39,669 89

GENERAL BALANCE SHEET.

DR.		CR.	
Franchise,	$175,000 00	Capital stock,	$1,000,000 00
Construction,	825,084 54	Surplus,	39,201 64
Supplies,	10,273 25	Sinking fund,	325,000 00
Trustee's stock,	430,000 00	Reserve,	7,469 49
Accounts receivable,	13,115 97	Accounts payable,	32,478 08
Cash,	1,143 70	Profit and Loss,	468 25
Total,	$1,454,617 46	Total,	$1,454,617 46

STOCK AND DIVIDENDS.

Amount paid in dividends, cash,	$34,875 00
Balance for the year, or surplus,	$468 25
Surplus at commencement of the year,	40,146 01
Total surplus,	$39,669 89

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Norvin Green,	New York city.
Vice President,	Charles A. Tinker,	Brooklyn, N. Y.
Secretary, Treasurer,	R. H. Rochester,	Englewood, N. J.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Norvin Green,	New York city.	R. H. Rochester,	Englewood, N. J.
Charles A. Tinker,	Brooklyn, N. Y.	James Merrihew,	Glen Ridge, N. J.
William B. Gill,	Philadelphia.	Thomas T. Eckert,	New York city.
Henry Bentley,	Philadelphia.		

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: Pacific and Atlantic Telegraph Company.

By whom operated: Western Union Telegraph Company, lessee.

With what other companies consolidated: (1) Keystone Telegraph Company; (2) Southern Telegraph Company; (3) Eastern Telegraph Company; (4) Mississippi Valley National Telegraph Company by purchase of its personal property and lease of its lines for nine hundred and ninety-nine years.

Date of consolidation: (1) September, 1867; (2) March, 1868; (3) October, 1869; (4) September, 1869.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Monongahela Valley Telegraph Company, chartered March 14, 1865, with authority to extend its operations, make consolidation with other companies and adopt any other name or style. The name of the Pacific and Atlantic Telegraph Company of the United States adopted under above authority August 1, 1866. All the lines of this company were leased to the Western Union Telegraph Company for a period of nine hundred and ninety-nine years.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

SUMMARY OF PAYMENTS.

Its expenses, receipts and payments accrue to and are paid by the Western Union Telegraph Company and apppear in the report of that company.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stocks of original and consolidated companies during the year: No dividend was formally declared, but the rental provided for under the lease to the Westen Union Telegraph Cempany, being four per cent. per annum on the par value of the capital stock, was paid ratably to the stockholders of the Pacific and Atlantic Telegraph Company in the proportion of their respective holdings.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Francis Jordan	Harrisburg, Pa.
Vice President	A. R. Shellenberger	do.
Secretary	M. H. Buehler	do.
Treasurer		
General Manager	W. Bampfield	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Francis Jordan	Harrisburg, Pa.	Wm. H. Beck	Washington, D. C.
A. R. Shellenberger	Harrisburg, Pa.	H. S. Huidekoper	Philadelphia.
H. A. Kelker	Harrisburg, Pa.	C. Jay French	Boston, Mass.
Chas. Jas. Bell	Washington, D. C.		

Date of annual meeting for election of directors: Third Wednesday of January.

By whom owned: The Pennsylvania Telephone Company.

By whom operated: The Pennsylvania Telephone Company.

With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.

Date of consolidation: January 23, 1886.

The general offices of the company are located at 222 Market street, Harrisburg, Pa.

Address all correspondence relating to this report to M. H. Buehler, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 10, 1882, the Southern Pennsylvania Telephone Company was incorporated for general telephone purposes, in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under act of April 29, 1874, and supplements.

On December 6, 1882, the court of common pleas of Dauphin county, on application of the above named company, by formal decree for that purpose, changed its name to that of the Pennsylvania Telephone Company.

On November 23, 1885, the Pennsylvania and New Jersey Telephone Company was incorporated, authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe and Northampton in the State of Pennsylvania and in the State of New Jersey.

On January 23, 1886, said Pennsylvania and New Jersey Telephone Company, by deed made under statutory authority, granted and conveyed all its property, corporate rights, powers and privileges held under its said charter, to the Pennsylvania Telephone Company, as per deed duly recorded in said county of Dauphin, in Deed Book T, Vol. 6, page 329, etc.

SUMMARY OF PAYMENTS.

For construction of new lines,	$20,943 02
For interest,	373 45
For dividends,	14,984 00
For miscellaneous,	149,674 60
For taxes,	3,765 67
Total,	$189,740 74
Total amount of surplus fund,	$25,143 35

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$522,983 97	Capital stock,	$749,200 00
Perpetual franchise from American Bell Telephone Company,	262,200 00	Debt,	35,424 06
Material on hand at head office and branches,	18,434 03	Reserve,	6,256 53
Accounts receivable,	6,179 15	Undivided profits,	25,143 35
Cash on hand and in bank,	6,226 79		
Total,	$816,023 94	Total,	$816,023 94

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1891, quarterly, one per cent.; October 15, 1891, quarterly, one per cent.

Amount paid in dividends, cash,	$14,984 00

IMPORTANT CHANGES DURING THE YEAR.

New Western Electric Multiple switch boards were placed in the Lancaster and Reading exchanges.

New Western Electric Standard switch boards were placed in the Middletown, Lititz, Columbia, York, Lebanon, Pottsville, Easton and Bethlehem exchanges.

The Reading and Lebanon exchange plants were partially rebuilt.

The iron grounded circuits between Harrisburg and Reading, via York, Columbia, Lancaster and Lititz were replaced by copper metallic circuits.

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry Bentley,	Philadelphia.
Vice President and General Manager,	W. B. Gill,	do.
Secretary, Treasurer and General Superintendent,	W. P. Wheatland,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry Bentley.	Philadelphia.	Chas. A. Tinker, ...	New York.
W. P. Wheatland, ...	Philadelphia.	Thos. T. Eckert.	do.
W. B. Gill, ...	Philadelphia.	Jno. Van Horne, ...	do.
Jas. Merrihew, ...	New York.		

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned? The Philadelphia Local Telegraph Company.

By whom operated? The Philadelphia Local Telegraph Company.

The general offices of the company are located at 107 South Third street, Philadelphia.

Address correspondence relating to this report to W. P. Wheatland, secretary, 107 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the Legislature of Pennsylvania approved May 10, A. D. 1871, under the title of the Printing Machine Telegraph Company.

The first section of said act of incorporation set forth and recites (among other things) as follows: That the corporation upon the filing of a certificate in the office of the Secretary of the Commonwealth may change name of said corporation.

At a meeting of the board of directors of the Printing Machine Telegraph Company, held in the city of Philadelphia, on April 26, 1872, a resolution was offered and unanimously adopted by the board, changing the name of said corporation to that of the Philadelphia Local Telegraph Company, and authorizing a certificate to that effect, to be deposited and filed in the office of the Secretary of the Commonwealth, which was done April 30, 1872.

Branch offices are established throughout the city of Philadelphia and wire was connected with the main office by the construction of telegraph lines, at this time, which wires with trifling extensions have been maintained up to the present time.

The company furnishes quotation and time service to brokers and others, and maintains private lines to manufacturing firms.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: Rates for ten words, twenty cents; each additional word, two cents. No wire of greater length than eight miles.

SUMMARY OF PAYMENTS.

For dividends, ...	$23,000 00
For miscellaneous, ...	36,226 49
For taxes, ...	1,854 91
For surplus fund, ...	1,866 38
Total, ...	$62,947 78
Total amount of surplus fund, ...	$1,866 38

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment, plant, etc.,	$225,000 00	Capital stock.	$400,000 00
Amount invested in stock of other companies, ...	178,820 00	Surplus, ...	5,686 38
Cash, ...	1,866 38		
Total, ...	$405,686 38	Total, ...	$405,686 38

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1891, 1¼ per cent.; October 15, 1891, 1½ per cent.; January 15, 1892, 1½ per cent.; April 15, 1892, 1½ per cent.

Amount paid in dividends, cash,	$23,000 00
Balance for the year, or surplus,	$1,866 38
Surplus at commencement of the year,	167 57
Total surplus,	$2,033 95
Surplus invested as follows:	
Cash,	$1,866 38
Balance of accounts due company,	167 57

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. A. McLeod,	Philadelphia, Pa.
Secretary,	Howard Hancock,	Philadelphia, Pa.
Treasurer,	John Welch,	Philadelphia, Pa.
Superintendent,	E. R. Adams,	Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. deB. Keim,	Philadelphia.	Samuel R. Shipley,	Philadelphia.
A. J. Antelo,	do.	James Boyd,	Norristown, Pa.

Date of annual meeting for election of directors: Last Tuesday in June.

By whom owned: Company.

By whom operated: Company.

The general offices of the company are located at No. 227 South Fourth street, Philadelphia.

Address correspondence relating to this report to D. Jones, comptroller, No. 227 South Fourth street, Philadelphia.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	15, 20 and 25 cts.	1 and 2 cts.
For one hundred miles and under two hundred miles,	25 cts.	2 cts.
For two hundred miles and under three hundred miles,	25 cts.	2 cts.

SUMMARY OF PAYMENTS.

For construction of new lines,	$5,385 58
For maintenance and repair,	30,208 40
For salaries,	35,924 09
For interest,	12,000 00
For dividends,	3,000 00
For miscellaneous,	6,227 49
For taxes,	1,291 71
Total,	$94,037 27

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$212,188 35	Capital stock,	$20,000 00
Equipment,	57,792 85	Debenture bonds,	200,000 00
Material,	5,559 04	Coupons due,	7,000 00
Cash,	2,805 45	Sundry dividends uncollected,	225 00
Sundry debts,	54,549 33	Sundry credits,	69,729 10
		Profit and loss,	35,940 92
Total,	$332,895 02	Total,	$332,895 02

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 30, 1891, 15 per cent.

Amount paid in dividends, cash,	$3,000 00

POSTAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	Geo. R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	Geo. W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	Wilbur L. Stanger,	do.
C. C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.

By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 6, 1882.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

POSTAL TELEGRAPH CABLE COMPANY OF NEW YORK.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
First Vice President,	Geo. S. Coe,	do.
Second Vice President,	Wm. H. Baker,	do.
Secretary,	John O. Stevens,	do.
Treasurer,	E. C. Platt,	do.
Assistant Treasurer, Assistant Secretary,	Theo. L. Cuyler,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	J. W. Mackay,	Virginia City, Nev.
Geo. S. Coe,	New York city.	Jas. W. Ellsworth,	Chicago, Ill.
Wm. H. Baker,	New York city.	Wm. C. Van Horne,	Montreal, Canada.
E. C. Platt,	New York city.	Chas. R. Hosmer,	Montreal, Canada.
J. W. Mackay, Jr.,	New York city.	John O. Stevens,	New York city.
Geo. G. Ward,	New York city.		

Date of annual meeting for election of directors: First Tuesday of February.

By whom owned: Stockholders.

By whom operated: By the company.

The general offices of the company are located at No. 1 Broadway, New York city.

Address correspondence relating to this report to John O. Stevens, secretary, No. 1 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized January 22, 1886, under the laws of the State of New York—capital $5,000—which has been increased from time to time, and the stock used for the purchase or exchange of personal property and lines for the said company. All the stock issued was issued as full paid up stock, and is not liable to assessments from the owners or holders thereof. That the amount of property purchased by said stock is not now known. That the nominal capital is now $10,000,000; amount of stock issued, $8,600,000. This company now owns and leases and controls many other lines of telegraph in many of the states. Nearly all the lines were acquired by the transfer of stock, and were already completed before this company took possession of them.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rate for ten words.	Each additional word.
For one hundred miles or under,	25 cts.	2 cts.
For one hundred miles and under two hundred miles,	25 cts.	2 cts.
For two hundred miles and under three hundred miles,	25-40 cts.	2-3 cts.
For three hundred miles and under four hundred miles,	25-40 cts.	2-3 cts.
For four hundred miles and under five hundred miles,	25-50 cts.	2-3 cts.

POSTAL TELEGRAPH AND CABLE COMPANY No. 1.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President.	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	Geo. R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	Geo. W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	Wilbur L. Stanger,	do.
C. C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.

By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 14, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

POSTAL TELEGRAPH AND CABLE COMPANY, No. 2.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	George R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	George W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	Wilbur L. Stanger,	do.
C. C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.

By whom owned: The stockholders.

By whom operated: Postal Telegraph and Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to George R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 14, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES—GENERAL.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

POSTAL TELEGRAPH AND CABLE COMPANY No. 3.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	Geo. R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	Geo. W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	Wilbur L. Stanger,	do.
C. C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.
By whom owned: The stockholders.
By whom operated: Postal Telegraph and Cable Company of New York.
The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to Geo. R. Williamson.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 1, 1885.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES—GENERAL.

Rates for ten words, twenty-five cents within the state; each additional word, two cents.

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. A. Ingham,	Philadelphia.
Secretary,	J. E. Haverstick,	Philadelphia.
Treasurer,		
General Manager,	A. W. Sims,	Rockhill Furnace, Pa.

DIRECTORS.*

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. A. Ingham,	Philadelphia.	George Wood,	Philadelphia.
Edward Roberts, Jr.,	Philadelphia.	John Markle,	Jeddo, Luzerne county, Pa.
Percival Roberts,	Philadelphia.		

By whom operated? East Broad Top Railroad and Coal Company.
The general offices of the company are located at 320 Walnut street, Philadelphia.
Address correspondence relating to this report to J. E. Haverstick, secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION

Organized under charter dated November 2, 1874.
Constructed by East Broad Top Railroad and Coal Company, who lease and operate the line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: Rates for ten words, twenty-five cents; each additional word, two cents.

*One vacancy.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$401 66	Capital,	$300 00
		Interest,	101 66
Total,	$401 66	Total,	$401 66

ROYAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. P. Logan,	826 Drexel Building, Philadelphia.
Secretary,	William McLaughlin,	304 Walnut street, Philadelphia.
Treasurer,		
General Manager,	John F. Moyer,	Steubenville, Ohio.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. P. Logan,	826 Drexel Building, Philadelphia.	Alvan Donnan,	Washington, Pa.
John W. Donnan,	Washington, Pa.	Charles W. Campbell,	Washington, Pa.
		John F. Moyer,	Steubenville, Ohio.

By whom owned: Royal Gas Company.

By whom operated: Royal Gas Company.

The general offices of the company are located at 826 Drexel Building, Philadelphia.

Address correspondence relating to this report to W. P. Logan, 826 Drexel Building, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized for the purpose of maintaining a single line for the sole use of the Royal Gas Company in its operations and has been limited to that use ever since its organization. An appropriation of $1,000 was made for its construction, which forms the liability to the Royal Gas Company. The cost of maintenance is borne by the Royal Gas Company, it being the only beneficiary.

GENERAL BALANCE SHEET.

DR.		CR.	
Organization expenses,	$177 75	Ten per cent. of authorized capital,	$1,000 00
Cash,	822 25		
Total,	$1,000 00	Total,	$1,000 00

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Norvin Green,	New York city.
Vice President,	Thomas T. Eckert,	New York city.
Vice President,	John Van Horne,	New York city.
Vice President,	George J. Gould,	New York city.
Vice President,	R. C. Clowry,	Chicago, Ill.
Acting Vice President,	J. B. Van Every,	New York city.
Secretary,	A. R. Brewer,	New York city.
Treasurer,	R. H. Rochester,	New York city.
Assistant Treasurer,	Myron T. Wilbur,	New York city.
Auditor,	J. B. Van Every,	New York city.
General Attorney,	G. H. Fearons,	New York city.
General Manager,	Thomas T. Eckert,	New York city.

DIRECTORS.*

Norvin Green,	Edwin Gould,	C. P. Huntington,
Thomas T. Eckert,	Henry Weaver,	George B. Roberts
John T. Terry,	Percy R. Pyne,	Sidney Shepard,
John Van Horne,	Henry M. Flagler,	Erastus Wiman,
Jay Gould,	Charles Lanier,	Charles F. Mayer,
Russell Sage,	Austin Corbin,	Chauncey M. Depew,
Alonzo B. Corneli,	J. Pierpont Morgan,	James W. Clendenin,
George J. Gould,	Frederick L. Ames,	John G. Moore,
Samuel Sloan,	John Hay,	
Robert C. Clowry,	William D. Bishop,	

Date of annual meeting for election of directors: Second Wednesday in October.

By whom owned: Western Union Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: American Union Telegraph Company, Atlantic and Pacific Telegraph Company.

Date of consolidation: January 19, 1881.

The general offices of the company are located at 195 Broadway, New York city.

Address correspondence relating to this report to Brown & Wells, attorneys-at-law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter was April 1, 1851, under title of the New York and Mississippi Valley Printing Telegraph Company. The name was changed to the Western Union Telegraph Company by act of legislature passed April 4, 1856.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

Rate for ten words, twenty-five cents; each additional word, one cent night, two cents day.

SUMMARY OF PAYMENTS.

For interest,	$890,532 10
For dividends,	4,309,638 58
For sinking funds,	39,991 00
For taxes, $405,312.82, included in expenses.	
For surplus fund,	2,158,385 94
Total amount of surplus fund,	$7,398,547 62

* The postoffice address of the majority of the directors is New York city.

GENERAL BALANCE SHEET.

DR.		CR.	
Telegraph lines, stocks owned of leased telegraph companies that are merged in Western Union Telegraph Company's system, franchises, patents, etc.,	$97,653,202 58	Capital stock,	$86,199,852 06
Stocks in telegraph and telephone companies and other securities,	15,862,059 59	Funded debt,	15,198,060 00
Real estate,	3,313,918 30	Gold and Stock Telegraph Company for stocks of other companies held through lease of that company until 1891.	2,264,200 00
Supplies and material in supply department,	252,721 68	Sundry accounts payable, etc. (including dividend payable July 15, 1892),	2,924,383 73
Sundry accounts receivable, etc.,	2,088,599 36	Surplus of income,	15,174,311 19
Cash in treasury and in hands of agents since remitted to treasury.	2,202,275 30		
Sinking fund for redemption of bonds,	388,030 17		
Total,	$121,760,806 98	Total,	$121,760,806 98

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of what was at that time the most important consolidations. Since that time, its capital stock has been increased to $86,200,000 for acquisition of stocks of other telegraph companies and of other properties.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 15, 1891, 1¼ per cent.; January 15, 1892, 1¼ per cent.: April 15, 1892, 1¼ per cent.; July 15, 1892, 1¼ per cent.

Amount paid in dividends, cash,	$4,309,638 58
Paid to sinking funk,	$39,991 00
Balance for the year, or surplus,	2,158,385 94
Surplus at commencement of the year,	13,015,925 25
Total surplus,	15,174,311 19

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Wm. Frontz,	Hughesville, Pa.
Vice President.	Samuel Bryan,	do.
Secretary.	C. W. Woddrop,	do.
Treasurer,	Peter Reeder.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jeremiah Kelly,	Hughesville, Pa.	DeWitt Bodine,	Hughesville, Pa.
B. G. Welch.	do.	S. D. Townsend,	do.
J. K. Rishel.	do.	J. S. Bailey.	do.

Date of annual meeting for election of directors: Third Wednesday of May of each year.

By whom owned: Williamsport and North Branch Telephone Company.

By whom operated: Williamsport and North Branch Railroad Company.

The general offices of the company are located at Hughesville, Lycoming county, Pa.

Address correspondence relating to this report to Benj. G. Welch, director, Hughesville, Pa.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The lines of this company are leased by the Williamsport and North Branch Railroad Company, which company pays a dividend of eight per cent. per annum, as a rental. Dividends are paid May and November, each year.

Amount paid in dividends, cash, ...	$38 00

IMPORTANT CHANGES DURING THE YEAR.

The above amount of dividends $38.00 paid to stockholders, other than the lessor, who owns balance of stock.

TABULATED RESULTS
Compiled from Reports of Railroad Companies.

TABLE A—STOCK AND DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares issued.	Par value of each share.	Market price of shares on June 30, 1892.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892.	
							Rate.	Amount.
Addison and Pennsylvania,	$700,000 00	$590,500 00	$590,500 00	5,905	$100			
Allegheny and Kinzua,	500,000 00	500,000 00	500,000 00	5,000	100			
Allegheny Valley,	30,000,000 00	26,183,899 70	26,183,899 70	523,594	50	$13 00		
Allentown,	2,000,000 00	1,268,884 47	1,268,884 47	22,917	50			
Allentown Terminal,	450,000 00	450,000 00	450,000 00	9,000	50		5	22,500 00
Altoona, Clearfield and Northern,	75,000 00	42,750 00	42,750 00	855	50	50 00		
Arnot and Pine Creek,	255,000 00	255,000 00	255,000 00	2,550	100		5	12,750 00
Bald Eagle Valley,	2,000,000 00	1,535,000 00	1,535,000 00	30,700	50		10	140,625 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	76,700 00	1,534	50			
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	270,000 00	5,400	50		7	18,900 00
Baltimore and Harrisburg,	720,000 00	720,000 00	720,000 00	14,400	50	45 00	‡5	1,455 00
Baltimore and Harrisburg Western Extension,	250,000 00	240,000 00	240,000 00	4,800	50			
Baltimore and Lehigh,	3,375,000 00	3,375,000 00	3,375,000 00	3,375	100			
Baltimore and Philadelphia,	5,000,000 00	4,996,850 00	4,996,850 00	99,937	50			
Bangor and Portland,	325,100 00	121,100 00	121,100 00	1,211	100	100 00	6	7,266 00
Barclay Railroad,	20,000 00	20,000 00	20,000 00	400	50	5 00		
Beaver and Elwood,	50,000 00	50,000 00	50,000 00	500	100			
Bedford and Bridgeport,	600,000 00	600,000 00	600,000 00	12,000	50			
Beech Creek,	5,000,000 00	5,000,000 00	5,000,000 00	100,000	50		4	200,000 00
Bellefonte Central,	500,000 00	500,000 00	500,000 00	10,000	50			
Berlin,	50,000 00	50,000 00	50,000 00	1,000	50			
Berlin Branch,	75,000 00	43,195 19	43,195 19	863	50	1		

Bloomsburg and Sullivan,	600,000 00	597,650 00	597,650 00	11,953	50			
Bradford,	100,000 00	84,000 00	84,000 00	840	100			
Bradford, Bordell and Kinzua,	250,000 00	500,000 00	250,000 00	4,756	100			
Bradford, Bordell and Smethport,	100,000 00	100,000 00	100,000 00	1,000	100			
Bradford, Eldred and Cuba,	500,000 00	480,000 00	480,000 00	4,800	100			
Bradford, Richburg and Cuba,	100,000 00	31,000 00	31,000 00	310	100			
Bradford and Western Pennsylvania,	70,000 00	31,000 00	31,000 00	310	100			
Brockport and Shawmut,	50,000 00	22,500 00	22,500 00	225	100			
Brownstone and Middletown,	25,000 00	25,000 00	25,000 00	250	100			
Buffalo, Bradford and Pittsburg,	*2,286,400 00	2,286,400 00	2,286,400 00	22,864	100			
Buffalo, Rochester and Pittsburg,	12,000,000 00	12,000,000 00	12,000,000 00	120,000	100	43¼ c. 88¾ p.	‡5	150,000 00
Bustleton Railroad,	300,000 00	100,000 00	100,000 00	2,000	50			
Cambria and Clearfield,	2,150,000 00	750,000 00	750,000 00	15,000	50			
Catasauqua and Fogelsville,	†426,900 00	426,900 00	426,900 00	17,076	25		10	42,690 00
Catawissa,	*4,395,500 00	4,395,500 00	4,395,500 00	87,190	50		‡7	224,000 00
Chambersburg and Gettysburg,	200,000 00	200,000 00	200,000 00	2,000	100			
Chartiers,	800,000 00	645,300 00	645,300 00	12,906	50	56	8	51,624 00
Chester Creek,	272,100 00	272,100 00	272,100 00	5,442	50	60	6	11,100 00
Chester and Delaware River,	40,000 00	40,000 00	40,000 00	800	50			
Chestnut Hill,	120,650 00	120,650 00	120,650 00	2,413	50	128	12	14,478 00
Clarion River,	120,000 00	91,100 00	91,100 00	911	100	100		
Cleveland and Pittsburg,	11,253,500 00	11,247,314 36	11,247,314 36	224,946	50	155	7 & 10	786,924 50
Colebrookdale,	500,000 00	297,215 00	297,215 00	5,922	50			
Columbia and Port Deposit,	1,800,000 00	600,000 00	600,000 00	12,000	50			
Connecting,	1,900,000 00	1,278,300 00	1,278,300 00	25,566	50		6	76,698 00
Corning, Cowanesque and Antrim,	5,000,000 00	5,000,000 00	5,000,000 00	100,000	50			
Cornwall,	400,000 00	400,000 00	400,000 00	4,000	100			
Cornwall and Lebanon,	800,000 00	800,000 00	800,000 00	16,000	50		2 & 2½	36,000 00
Confluence and Oakland,	200,000 00	200,000 00	200,000 00	4,000	50			
Coudersport and Pine Creek,	200,000 00	51,500 00	51,500 00	515	100	100	6 & 10	4,120 00
Coudersport and Port Allegheny,	174,000 00	174,000 00	174,000 00	1,740	100	100	11	19,140 00
Cresson, Clearfield County and New York Short Route,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50			
Cumberland Valley,	2,000,000 00	1,777,850 00	1,777,850 00	35,557	50		8	142,228 00
Crescent Connecting,	20,000 00	10,000 00	10,000 00	200	50			
Danville and Shamokin,	250,000 00	26,710 00	26,710 00	5,000	50			
Dauphin and Berks,	100,000 00	100,000 00	100,000 00	2,000	50			

* Not to exceed amount expended for construction, and amount "outstanding" is given, therefore, as amount "authorized."
† Stock "authorized" being unlimited, the amount "outstanding" is inserted.
‡ On preferred stock.

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares issued.	Par value of each share.	Market price of shares on June 30, 1892.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892.	
							Rate.	Amount.
Delaware and Hudson Canal Company's Railroad,	$30,000,000 00	$30,000,000 00	$30,000,000 00	300,000	$100	$138 38	7	$2,100,000 00
Delaware, Lackawanna and Western,	*26,200,000 00	26,200,000 00	26,200,000 00	524,000	50	157 75	7	1,834,000 00
Delaware River and Lancaster,	1,600,000 00	244,450 00	244,450 00	4,881	50	. . . . .	. . . . .	. . . . .
Delaware, Susquehanna and Schuylkill,	1,000,000 00	400,000 00	400,000 00	8,000	50	. . . . .	. . . . .	. . . . .
Dillsburg and Mechanicsburg,	400,000 00	89,800 00	89,800 00	1,796	50	. . . . .	. . . . .	. . . . .
Downingtown and Lancaster,	500,000 00	405,650 00	406,650 00	8,113	50	. . . . .	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburg,	1,300,000 00	1,300,000 00	1,300,000 00	13,000	100	. . . . .	. . . . .	. . . . .
East Broad Top,	1,000,000 00	815,589 43	815,589 43	16,303	50	. . . . .	. . . . .	. . . . .
East Mahanoy,	500,000 00	497,750 00	497,750 00	9,935	50	. . . . .	140 & 150	28,869 50
East Pennsylvania,	†1,730,450 00	1,730,450 00	1,730,450 00	34,609	50	. . . . .	6	103,827 00
Easton and Northern,	200,000 00	200,000 00	200,000 00	4,000	50	. . . . .	. . . . .	. . . . .
Elmira and Williamsport,	1,000,000 00	1,000,000 00	‡1,000,000 00	20,000	50	. . . . .	5 & 7	55,800 00
Emporium and Rich Valley,	100,000 00	100,000 00	85,000 00	1,000	100	. . . . .	. . . . .	. . . . .
Erie and Pittsburg,	2,500,000 00	1,998,400 00	§1,998,400 00	39,968	50	. . . . .	7	139,888 00
Erie and Wyoming Valley,	3,000,000 00	1,500,000 00	250,000 00	30,000	50	. . . . .	. . . . .	. . . . .
Falls Creek,	30,000 00	30,000 00	30,000 00	300	100	. . . . .	. . . . .	. . . . .
Fayette County,	1,500,000 00	107,400 00	35,800 00	2,148	50	80 00	8	8,592 00
Ferney Mountain,	20,000 00	20,000 00	20,000 00	400	50	. . . . .	. . . . .	. . . . .
Gettysburg and Harrisburg,	600,000 00	600,000 00	600,000 00	12,000	50	. . . . .	. . . . .	. . . . .
Grassey Island,	10,000 00	10,000 00	10,000 00	100	100	. . . . .	. . . . .	. . . . .

Hanover and York,	250,000 00	224,250 00	224,250 00	4,485	50	. . . . .	. . . . .	. . . . .
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000 00	1,182,550 00	1,182,550 00	23,651	50	80 00	7	82,778 50
Huntingdon and Broad Top Mountain.	3,550,000 00	3,371,750 00	3,371,750 00	67,435	50	35 c. 55 p.	4 & 7	204,161 25
Hunter's Run and State Belt,	100,000 00	11,500 00	11,500 00	230	50	. . . . .	. . . . .	. . . . .
Ironton,	200,000 00	200,000 00	§200,000 00	4,000	50	. . . . .	6	12,000 00
Jamestown and Franklin,	1,000,000 00	607,243 00	607,243 00	12,148	50	. . . . .	. . . . .	. . . . .
Jefferson,	2,096,050 00	2,696,050 00	2,096,050 00	41,921	50	. . . . .	. . . . .	. . . . .
Johnsonburg,	200,000 00	200,000 00	200,000 00	4,000	50	. . . . .	. . . . .	. . . . .
Jones Lake,	20,000 00	20,000 00	20,000 00	200	100	. . . . .	6	12,000 00
Junction,	250,000 00	250,000 00	250,000 00	5,000	50	. . . . .	40	100 000 00
Kendall and Eldred,	150,000 00	90,000 00	90,000 00	900	100	. . . . .	. . . . .	. . . . .
Kensington and Tacony,	250,000 00	200,000 00	200,000 00	4,000	50	. . . . .	. . . . .	. . . . .
Kinzua,	100,000 00	84 000 00	84,000 00	840	100	. . . . .	. . . . .	. . . . .
Kinzua Creek and Kane,	120,000 00	65,600 00	65,600 00	656	100	100 00	10	6,599 83
Kinzua Valley,	140,000 00	62,000 00	62,000 00	620	100	. . . . .	. . . . .	. . . . .
Lackawanna and Montrose,	150,000 00	124,900 00	124,900 00	2,498	50	. . . . .	. . . . .	. . . . .
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	50,000,000 00	500,000	100	. . . . .	6½ e. 10 g.	3,268,672 50
Lehigh and Lackawanna,	1,000,000 00	370,500 00	370,500 00	7,410	50	. . . . .	. . . . .	. . . . .
Lehigh and Susquehanna,	¶15,045,697 42	15,045,697 42	15,045,697 42	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lehigh Valley,	†40,441,100 00	40,441,100 00	40,441,100 00	808,822	50	. . . . .	5 e. 10 p.	2,027,370 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	24,000	50	. . . . .	. . . . .	. . . . .
Ligonier Valley,	160,000 00	160,000 00	160,000 00	3,200	50	50 00	6	9,600 00
Little Saw Mill Run,	250,000 00	144,375 00	144,375 00	1,775 2,000	25 50	25 00 50 00	4	5,775 00
Little Schuylkill Navigation,	†2,487,850 00	2,487,850 50	2,487,850 00	49,757	50	70 00	7	174,140 50
Littlestown,	34,850 00	34,850 00	34,850 00	697	50	. . . . .	. . . . .	. . . . .
Loyalsock,	300,000 00	150,000 00	150,000 00	3,000	50	. . . . .	. . . . .	. . . . .
Lykens Valley,	800,000 00	600,000 00	600,000 00	30,000	20	30 00	10	60,000 00
McKean and Buffalo,	400,000 00	400,000 00	400,000 00	8,000	50	. . . . .	. . . . .	. . . . .
McKeesport and Bessemer,	22,000 00	22,000 00	22,000 00	440	50	. . . . .	. . . . .	. . . . .
McKeesport Connecting,	40,000 00	40,000 00	31,900 00	400	100	. . . . .	. . . . .	. . . . .
Mahoning Valley,	450,000 00	45,000 00	45,000 00	450	100	. . . . .	. . . . .	. . . . .

* Not to exceed amount expended for construction, and amount "outstanding" is given therefore as amount authorized.
† Stock "authorized" being unlimited, the amount "outstanding" is inserted.
‡ Realized through interchange of stock in reorganization. See report of company. § Estimated.
¶ The report of this company shows that it has no capital stock, bonded or floating indebtednes, therefore the amount of cost of road and equipment is inserted as representing its capital stock, "authorized," "outstanding" and "paid in."

NOTE.—The figures given in the Lehigh Valley Railroad Company's report represent operations for five (5)months, viz: July 1, to November 30, 1891, inclusive, when the road passed under the control of the Philadelphia and Reading railroad system, whose report includes the figures for the balance of the year, viz, December 1, 1891, to June 30, 1892.

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares issued.	Par value of each share.	Market price of shares on June 30, 1892.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892.	
							Rate.	Amount.
Martin's Creek,	$40,000 00	$30,000 00	$30,000 60	300	$100			
Meadville, Conneaut Lake and Linesville,	200,000 00	200,000 00	200,000 00	4,000	50			
Middletown and Hummelstown,	175,000 00	175,000 00	175,000 00	3,500	50			
Mifflin and Centre County,	1,000,000 00	167,775 00	167,775 00	3,355½	50			
Mill Creek and Mine Hill Navigation and Railroad Company,	323,375 00	323,375 00	323,375 00	12,935	25		10	$32,337 50
Mine Hill and Schuylkill Haven,	*1,210,200 00	4,210,200 00	4,210,200 00	84,204	50	$72 00	7½	315,765 00
Monongahela Connecting,	500,000 00	450,000 00	450,000 00	4,500	100		6	26,700 00
Monongahela River and Streets Run,	100,000 00	30,000 00	3,000 00	600	50	5 00		
Mont Alto,	500,000 00	110,000 00	110,000 00	4,400	25			
Montour,	100,000 00	100,000 00	100,000 00	2,000	50			
Montrose,	500,000 00	304,900 00	304,900 00	6,098	50			
Mount Carbon and Port Carbon,	282,350 00	282,350 00	282,350 00	5,647	50		12	33,882 00
Mount Jewitt, Kinzua and Wrightsville,	80,000 00	80,000 00	80,000 00	1,600	50			
Mount Penn Gravity,	100,000 00	100,000 00	100,000 00	2,000	50	25 00		
Mount Carmel and Natalie,	3,500,000 00	175,000 00	175,000 00	3,500	50			
Mount Pleasant and Broadford,	1,000,000 00	150,500 00	150,500 00	3,010	50			
Nescopec,	1,350,000 00	259,000 00	259,000 00	5,180	50			
Nesquehoning, Valley,	2,000,000 00	1,418,600 00	1,418,600 00	28,372	50		5	70,930 00
Neversink Mountain,	100,000 00	100,000 00	100,000 00	2,000	50			
Newcastle and Beaver Valley,	700,000 00	700,000 00	700,000 00	14,000	50		7½	52,500 00
Newcastle and Butler,	20,000 00	20,000 00	20,000 00	400	50			

Newcastle and Shenango Valley,	300,000 00	292,250 00	292,250 00	5,845	50			
Newport and Sherman's Valley,	180,000 00	126,000 00	126,000 00	2,520	50			
New York, Lake Erie and Western,	86,536,900 00	85,963,600 00	85,963,600 00	859,636	100	26 75c 65 25p	3	256,107 00
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	500,000 00	5,000	100			
New York, Lackawanna and Western,	60,000 00	12,000 00	12,000 00	240	50			
New York, Chicago and St. Louis,	30,000,000 00	30,000,000 00	30,000,000 00	300,000	100		3	150,000 00
New York and North Pennsylvania,	180,000 00	50,000 00	50,000 00	1,000	100			
New York, Pennsylvania and Ohio,	45,000,000 00	44,999,350 00	44,999,350 00	899,987	50			
New York, Susquehanna and Western,	21,000,000 00	21,000,000 00	21,000,000 00	210,000	100	14 c. 64 p.	2½	200,000 00
Nittany Valley,	75,000 00	75,000 00	75,000 00	1,500	50			
Northern Central,	8,000,000 00	7,518,150 00	7,521,717 45	150,363	50	68 50	7	526,263 50
North East Pennsylvania,	400,000 00	400,000 00	400,000 00	8,000	50	5 00		
North Pennsylvania,	6,000,000 00	4,720,750 00	4,720,750 00	94,415	50	82 76	8	377,660 00
North and West Branch,	1,500,000 00	1,500,000 00	1,500,000 00	30,000	50	55 00	6	90,000 00
Ohio and Baltimore Short Line,	1,060,000 00	290,000 00	290,000 00	5,800	50			
Ohio Connecting,	1,000,000 00	660,000 00	660,000 00	13,200	50		5	33,000 00
Olean, Bradford and Warren,	300,000 00	300,000 00	300,000 00	3,000	100			
Ontario, Carbondale and Scranton,	1,500,000 00	1,500,000 00	1,500,000 00	15,000	100			
Pennsylvania,	151,700,000 00	126,774,050 00	126,774,050 00	2,555,481	50		6	7,606,357 50
Pennsylvania Company,	21,000,000 00	21,000,000 00	21,000,000 00	420,000	50		4	840,000 00
Pennsylvania and New York Canal and Railroad,		1,061,700 00	1,061,700 00		50			
Pennsylvania, Poughkeepsie and Boston,	3,000,000 00	2,000,000 00	2,000,000 00	40,000	50			
Pennsylvania Schuylkill Valley,	10,000,000 00	7,092,450 00	7,092,450 00	141,849	50			
Pennsylvania and Western,	5,000,000 00	100,000 00	100,000 00	2,000	50			
Pennsylvania and North Western,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	50	51 50	5½	110,000 00
Penn Gas Coal Company's Railroad,	†377,887 24	377,887 24	377,837 24					
People's,	*250,000 00	250,000 00	250,000 00	5,000	50			
Perkiomen,	50,000 00	38,040 00	38,040 00	768	50			
Perry County,	100,000 00	65,500 00	65,500 00	1,310	50	5 00		
Philadelphia and Baltimore Central,	2,500,000 00	2,499,347 03	2,495,650 00	49,913	50			
Philadelphia Belt Line,	200,000 00	200,000 00	200,000 00	4,000	50			
Philadelphia and Chester Valley,	755,100 00	755,100 00	755,100 00	15,102	50			

* Stock "authorized" being unlimited, the amount "outstanding" is inserted.

† This company reports no capital stock, bonded or floating indebtedness, therefore, the cost of road and equipment is inserted as representing capital stock "authorized," "outstanding" and "paid in."

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares issued.	Par value of each share.	Market price of shares on June 30, 1892.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892.	
							Rate.	Amount.
Philadelphia and Erie,	$12,400,000 00	$10,375,000 00	$10,375,000 00	207,500	50	$35 50	2 e. 7 s.	$327,500 00
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50			
Philadelphia, Germantown and Norristown,	2,500,000 00	2,246,900 00	2,246,900 00	44,938	50	131 00	12	269,628 00
Philadelphia, Harrisburg and Pittsburg,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	50			
Philadelphia, Newtown and New York,	3,000,000 00	1,200,000 00	1,200,000 00	24,000	50			
Philadelphia and Reading,	*40,105,361 78	40,105,361 78	40,105,361 78	802,107	50			
Philadelphia and Reading Terminal,	8,500,000 00	8,500,000 00	8,500,000 00	170,000	50			
Philadelphia and Trenton,	2,000,000 00	1,259,100 00	1,259,100 00	12,591	100		10	49,410 00
Philadelphia, Wilmington and Baltimore,	*11,819,350 00	11,819,350 00	11,819,350 00	236,387	50		7	827,354 50
Pickering Valley,	100,000 00	95,655 00	95,655 00	1,846	50			
Pine Creek,	4,000,000 00	1,000,000 00	1,000,000 00	20,000	50			
Pittsburg and Castle Shannon,	481,400 00	481,400 00	481,400 00	9,628	50			
Pittsburg, Chartiers and Youghiogheny,	1,000,000 00	700,000 00	700,000 00	14,000	50	12 50		
Pittsburg, Cincinnati, Chicago and St. Louis,	120,500,000 00	47,966,691 01	47,966,691 01	465,582	50 & 100	22 c. 62 p.	4	895,573 00

Pittsburg and Connellsville,	5,000,000 00	1,956,091 05	1,959,091 05	38,888	50	. . . . .	. . . . .	. . . . .	
Pittsburg, Fort Wayne and Chicago,	34,088,574 62	34,088,574 62	34,088,574 62	340,884	100	152 50	1¾ & 4	2,385,151 00	
Pittsburg Junction,	1,440,000 00	1,440,000 00	1,440,000 00	28,800	50	34 c. 50 p.	. . . . .	. . . . .	
Pittsburg and Lake Erie,	4,000,000 00	4,000,000 00	4,000,000 00	80,000	50	. . . . .	3 & 5	320,000 00	
Pittsburg, McKeesport and Youghiogheny,	4,000,000 00	3,959,650 00	3,959,650 00	79,183	50	60 00	6	237,579 00	
Pittsburg and Moon Run,	100,000 00	100,000 00	100,000 00	1,000	100	. . . . .	. . . . .	. . . . .	
Pittsburg and Northern,	150,000 00	150,000 00	150,000 00	3,000	50	. . . . .	. . . . .	. . . . .	
Pittsburg, Shenango and Lake Erie,	3,000,000 00	3,000,000 00	3,000,000 00	60,000	50	. . . . .	. . . . .	. . . . .	
Pittsburg, Virginia and Charleston,	2,300,000 00	2,023,900 00	2,023,900 00	40,478	50	. . . . .	5	100,855 00	
Pittsburg and Western,	12,000,000 00	12,000,000 00	12,000,000 00	240,000	50	. . . . .	. . . . .	. . . . .	
Pittsburg, Youngstown and Ashtabula,	4,000,000 00	3,033,341 58	3,033,341 58	60,666	50	. . . . .	6 c. 7 p.	198,683 00	
Plymouth,	30,000 00	12,050 00	12,050 00	241	50	. . . . .	. . . . .	. . . . .	
Point Breeze,	18,000 00	7,200 00	7,200 00	360	50	. . . . .	. . . . .	. . . . .	
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	10,000	50	. . . . .	. . . . .	. . . . .	
Priceville add Winton,	50,000 00	1,000 00	1,000 00	20	50	. . . . .	. . . . .	. . . . .	
Reading and Columbia,	*958,373 09	958,373 09	958,373 09	19,144	50	. . . . .	. . . . .	. . . . .	
Reading, Marietta and Hanover,	250,000 00	250,000 00	250,000 00	5,000	50	. . . . .	. . . . .	. . . . .	
Rew City and Eldred,	150,000 00	111,000 00	111,000 00	1,110	100	. . . . .	. . . . .	. . . . .	
Reynoldsville and Falls Creek,	300,000 00	170,000 00	170,000 00	3,400	50	. . . . .	6	10,200 00	
Ridgway and Clearfield,	1,000,000 00	491,000 00	491,000 00	9,820	50	. . . . .	6	29,460 00	
River Front,	216,000 00	216,000 00	216,000 00	4,320	50	. . . . .	5	10,800 00	
Rochester, Beaver Falls and Western,	150,000 00	75,000 00	48,125 76	752	100	. . . . .	. . . . .	. . . . .	
Rupert and Bloomsburg,	50,000 00	50,000 00	50,000 00	1,000	50	. . . . .	. . . . .	. . . . .	
Sallisbury,	200,000 00	118,029 50	118,029 50	2,356	50	. . . . .	. . . . .	. . . . .	
Schuylkille and Lehigh,	50,000 00	50,000 00	50,000 00	1,000	50	. . . . .	. . . . .	. . . . .	
Schuylkill River East Side,	4,500,000 00	4,500,000 00	4,500,000 00	90,000	50	. . . . .	. . . . .	. . . . .	
Schuylkill River West Side,	120,000 00	1,500 00	1,500 00	300	50	. . . . .	. . . . .	. . . . .	
Schuylkill Valley Navigation Railroad,	576,050 00	576,050 00	576 050 00	11,521	50	. . . . .	5	28,802 50	
Sewickley and Jannette,	150,000 00	3,000 00	3,000 00	600	50	. . . . .	. . . . .	. . . . .	
Shade Creek,	72,000 00	12,500 00	12,500 00	240	100	. . . . .	. . . . .	. . . . .	
Shamokin, Sunbury and Lewisburg,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	50	. . . . .	. . . . .	. . . . .	
Shamokin Valley and Pottsville,	1,500,000 00	869,450 00	369,450 00	17,389	50	59 00	6	52,167 00	

*Stock "authorized" being unlimited, the amount "outstanding" is inserted.

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares issued.	Par value of each share.	Market price of shares on June 30, 1892.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892.	
							Rate.	Amount.
Sharon,	$500,000 00	$453,350 00	$453,350 00	9,067	$50	$50 00	6	$27,201 00
Sharon and State Line,					50			
Sharpsville,	350,000 00	350,000 00	350.000 00	7,000	50			
Sheffield and Spring Creek,	100,000 00	9,000 00	9,000 00	1,000	100			
Shenango Valley,	60,000 00	60,000 00	60,000 00	1,200	50			
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	900	100			
Slate Run,	160,000 00	81,000 00	81,000 00	1,600	100			
Slatington,	200,000 00	20,000 00	20,000 00	400	50			
Somerset County,	200,000 00	74,300 00	74,300 00	2,000	50			
Somerset and Cambria,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50			
South Chester,	250,000 00	25,000 00	25,000 00	5,000	50			
South Easton and Phillipsburg,	75,000 00	75,000 00	75,000 00	1,500	50			
South Fork,	210,000 00	28,000 00	28,000 00	560	50			
South Pennsylvania Railway and Mining Company,	800,000 00	800,000 00	800,000 00	16,000	50			
Southwest Pennsylvania,	3,000,000 00	1,499,900 00	1,499,900 00	29,998	50		10	149,990 00
State Line (Pittsburg),	260,000 00	26,000 00	26,000 00	5,200	50			
State Line and Sullivan,	1,000,000 00	983,550 00	983,550 00	20,000	50			
Stewart,	10,000 00	7,700 00	7,700 00	154	50			
Stewartstown,	100,000 00	70,000 00	70,000 00	1,400	50		5½	3,850 00
Stony Creek,	176,100 00	176,100 00	176,100 00	3,522	50			
Sugar Run,	120,000 00	28,300 00	28,300 00	283	100			
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50		6	60,000 00

Sunbury and Lewistown,	600,000 00	600,000 00	600,000 00	12,000	50	68 00			
Susquehanna,	140,000 00	70,000 00	70,000 00	700	100				
Susquehanna and Clearfield,	1,000,000 00	286,000 00	286,000 00	5,720	50				
Susquehanna and Buffalo,	180,000 00	177,300 00	177,300 00	3,600	50				
Tamaqua, Hazleton and Northern,	*300,000 00	300,000 00	300,000 00	6,000	50				
Tioga,	580,900 00	580,900 00	580,900 00	11,618	50				
Tiadaghton and Fahnastalk,	60,000 00	30,000 00	30,000 00	600	50				
Tionesta Valley,	100,000 00	100,000 00	100,000 00	2,000	50				
Tipton,	43,250 00	43,250 00	43,250 00	865	50				
Trenton Cut-off,	1,000,000 00	100,000 00	100,000 00	2,000	50				
Tresekow,	250,000 00	130,000 00	130,000 00	2,600	50				
Trout Run,	25,000 00	25,000 00	25,000 00	1,000	25				
Turtle Creek Valley,	250,000 00	250,000 00	250,000 00	5,000	50				
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50		5	50,000 00	
Union,	50,000 00	25,000 00	25,000 00	500	50				
Ursina and North Fork,	20,000 00	20,000 00	20,000 00						
Warren and Farnsworth,	75,000 00	75,000 00	75,000 00	1,500	50				
Waynesburg and Washington,	270,000 00	101,854 97	101,854 97	1,962	50				
West Chester,	165,000 00	165,000 00	165,000 00	3,300	50		5	8,250 00	
Western Maryland,	1,324,000 00	1,008,750 00	1,008,750 00	20,175	50				
Western New York and Pennsylvania,	30,000,000 00	30,000,000 00	30,000,000 00	300,000	100				
Western Pennsylvania,	4,000,000 00	1,775,000 00	1,775,000 00	35,500	50		8	142,000 00	
Wheeling, Pittsburg and Baltimore,	5,500,000 00	5,500,000 00	5,500,000 00	110,000	50				
Wilcox,	50,000 00	25,000 00	25,000 00	1,000	50				
Wilcox and Rocky Run,	25,000 00	25,000 00	25,000 00	250	100				
Wilkesbarre and Harvey's Lake,	150,000 00	150,000 00	150,000 00	3,000	50				
Wilkesbarre and Scranton,	500,000 00	500,000 00	500,000 00	10,000			5	25,000 00	
Wilkesbarre and Western,	1,000,000 00	620,000 00	620,000 00	12,400	50				
Williamsport and Clearfield,	1,500,000 00	4,500 00	4,500 00	90	50				
Williamsport and North Branch,	*749,200 00	749,200 00	749,200 00	14,984	50				
Wilmington and Northern,	1,500,000 00	1,278,050 00	1,278,050 00	25,561	50				
Wind Gap and Delaware,	300,000 00	100,000 00	50,000 00	2,000	50				
Youghiogheny, Northern,	400,000 00	400,000 00	400,000 00	8,000	50		10½	42,000 00	
	$1,071,993,169 15	$882,184,620 47	$881,477,781 75	14,339,729				$30,169,338 30	

* Stock "authorized" being unlimited, the amount "outstanding" is inserted.

TABLE B—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Addison and Pennsylvania,	$487,939 37	$311,275 95	$799,215 32	$19,850 04	
Allegheny and Kinzua,	285,000 00	26,210 30	311,210 30	14,250 00	
Allegheny Valley,	17,123,789 63	664,747 29	17,788,536 92	1,100,921 18	
Allentown,		12,745 37	12,745 37		
Allentown Terminal,	450,000 00	77,282 40	527,282 40	18,000 00	
Altoona, Clearfield and Northern,	22,600 00	35,015 00	57,615 00		
Arnot and Pine Creek,		3,350 74	3,350 74		
Bald Eagle Valley,	352,000 00	944 47	352,944 47	21,360 00	6
Baltimore and Cumberland Valley,	72,800 00		72,800 00	4,368 00	6
Baltimore and Cumberland Valley Extension,	230,000 00		230,000 00	13,800 00	6
Baltimore and Harrisburg,	690,000 00	97,162 87	787,162 87	36,120 00	5 and 6
Baltimore and Harrisburg Western Extension,	240,000 00		240,000 00	12,000 00	5
Baltimore and Lehigh,	1,999,950 00	151,769 21	2,151,719 21	86,722 50	4 and 5
Baltimore and Philadelphia,	4,840,000 00	2,115,453 73	6,955,453 73	217,800 00	4½
Bangor and Portland,	320,000 00		320,000 00	19,200 00	6
Barclay Coal Company's Railroad,	76,000 00	5,000 00	81,000 00	3,800 00	5
Beaver and Elwood,	50,000 00	23,315 64	73,315 64	2,500 00	5
Bedford and Bridgeport,	1,700,000 00	2,834 68	1,702,834 68	85,000 00	5
Beech Creek,	5,000,000 00	887,560 34	5,887,560 34	200,000 00	4
Bellefonte Central,		15,152 67	15,152 67		
Berlin,		67,584 88	67,584 88		
Berlin Branch,	42,900 00	22,154 01	65,054 01	2,574 00	6
Bloomsburg and Sullivan,	600,000 00		600,000 00	30,000 00	5
Bradford, Bordell and Kinzua,	498,000 00	162,404 70	660,404 70	29,880 00	6
Bradford, Bordell and Smethport,		17,036 13	17,036 13		
Bradford, Eldred and Cuba,	594,546 25	420,921 72	1,015,467 97	33,600 00	6
Bradford and Western Pennsylvania,		376 15	376 15		
Brownstone and Middletown,		1,597 18	1,597 18		
Buffalo, Bradford and Pittsburg,	580,000 00	243,543 61	823,543 61	40,600 00	7

Buffalo, Rochester and Pittsburg,	9,400,500 00	479,981 29	9,880,481 29	518,781 67	5, 6 and 7
Bustleton,		12,332 50	12,332 50		
Cambria and Clearfield,	608,000 00	521,597 51	1,129,597 51	22,700 00	5
Catasauqua and Fogelsville,	135,000 00	29,284 18	164,284 18	6,750 00	5
Catawissa,	1,617,000 00		1,617,000 00		5, 6 and 7
Chambersburg and Gettysburg,		5,089 72	5,089 72		
Chartiers,	500,000 00	5,618 25	505,618 25	35,000 00	7
Chester Creek,	185,000 00	11,163 00	196,163 00	11,100 00	6
Chester and Delaware River,	22,300 00	255,485 56	277,785 56	702 00	Various.
Chestnut Hill,		499 50	499 50		
Clarion River,		17,330 51	17,330 51		
Cleveland and Pittsburg,	7,274,409 63	212,823 80	7,487,233 43	310,345 00	4½, 6 and 7
Colebrookdale,	600,000 00	312,725 67	912,725 67	36,000 00	6
Columbia and Port Deposit,	1,800,000 00	5,029 73	1,805,029 73	72,000 00	4
Connecting,	991,000 00	1,062,047 81	2,053,047 81	59,460 00	6
Corning, Cowanesque and Antrim,	890,000 00		890,000 00	53,400 00	6
Cornwall,		34,000 00	34,000 00		
Cornwall and Lebanon,	800,000 00	77,206 96	877,206 96	40,035 84	5
Confluence and Oakland,	200,000 00	31,718 06	231,718 06	10,000 00	5
Coudersport and Port Allegheny,	75,000 00		75,000 00	4,450 00	6
Cresson, Clearfield County and New York Shore Route,	830,000 00	14,343 45	844,343 45	50,400 00	6
Cumberland Valley,	270,500 00	128,416 67	398,916 67	21,640 00	8
Crescent Connecting,		5,009 60	5,009 60		
Delaware and Hudson Canal Company's Railroad,	9,829,000 00	7,746,966 25	17,575,966 25	688,030 00	7
Delaware, Lackawanna and Western,	3,067,000 00	10,050,545 85	13,117,545 85	253,190 00	7
Delaware River and Lancaster,	310,000 00	63,488 62	373,488 62	18,600 00	6
Delaware, Susquehanna and Schuylkill,		726,298 08	726,298 08		
Dillsburg and Mechanicsburg,	100,000 00	16,885 75	116,885 75	6,000 00	6
Downingtown and Lancaster,	300,000 00	108,947 83	408,947 83	12,000 00	4
Dunkirk, Allegheny Valley and Pittsburg,	2,900,000 00	265,164 00	3,165,164 00		7
East Broad Top,	543,088 88	176,119 87	719,208 75	20,029 33	4 and 6
East Mahanoy,		17,820 16	17,820 16		
East Pennsylvania,	495,000 00	45 89	495,045 89	19,800 00	4
Easton and Northern,		63,665 93	63,665 93		
Elmira and Williamsport,	1,570,000 00	30,095 00	1,600,095 00	88,500 00	5 and 6
Emporium and Rich Valley,		10,285 07	10,285 07		
Erie and Pittsburg,	3,395,200 00	14,744 60	3,409,944 60	214,400 00	4 and 7
Erie and Wyoming Valley,	3,000,000 00	659,949 02	3,659,949 02	180,000 00	6
Falls Creek,		3,003 61	3,003 61		
Gettysburg and Harrisburg,	603,000 00	78,528 48	681,528 48	30,242 50	5 and 6
Hanover and York,	191,100 00	18,992 50	210,092 50	9,555 00	5
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	58,847 25	758,847 25	28,000 00	4
Hunter's Run and Slate Belt Railroad,		46,009 81	46,009 81		

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Amount of interest accrued during the year.	Rate per cent. per annum of interest.
Huntingdon and Broad Top Mountain,	$2,960,500 00	. . . . .	$2,960,500 00	$145,480 00	4, 5, 6 and 7
Ironton,	. . . . .	6,896 54	6,896 54	. . . . .	. . . . .
Jamestown and Franklin,	798,000 00	1,226,185 68	2,024,185 68	46,410 00	7
Jefferson,	3,100,000 00	1,378,531 83	4,478,531 83	154,940 00	4½, 5 and 6
Johnsonburg,	200,000 00	42,190 74	242,190 74	12,000 00	6
Junction,	725,000 00	15,075 86	740,075 86	37,125 00	4½ and 6
Kensington and Tacony,	. . . . .	96,474 31	96,474 31	. . . . .	. . . . .
Kinzua Creek and Kane,	8,500 00	79 40	8,579 40	297 50	7
Kinzua Valley,	. . . . .	1,459 48	1,459 48	. . . . .	. . . . .
Laekawanna and Montrose,	. . . . .	7,337 63	7,337 63	. . . . .	. . . . .
Lake Shore and Michigan Southern,	45,516,000 00	3,978,377 15	49,494,377 15	3,196,127 50	5 and 7
Lehigh and Lackawanna,	600,000 00	. . . . .	600,000 00	42,000 00	7
Lehigh Valley,	33,995,000 00	3,851,523 75	37,846,523 75	1,901,220 00	4½, 6 and 7
Lewisburg and Tyrone,	. . . . .	294,174 65	294,174 65	. . . . .	. . . . .
Ligonier Valley,	75,000 00	11,323 23	86,323 23	3,750 00	5
Little Saw Mill Run,	178,500 00	. . . . .	178,500 00	10,710 00	6
Littlestown,	40,000 00	16,439 17	56,439 17	2,000 00	5
Little Schuylkill Navigation and Railroad Company,	. . . . .	18,525 70	18,525 70	. . . . .	. . . . .
Loyalsock,	. . . . .	151,227 61	151,227 61	. . . . .	. . . . .
McKeesport and Bessemer,	. . . . .	526,741 16	526,741 16	. . . . .	. . . . .
McKeesport Connecting,	. . . . .	5,976 52	5,976 52	. . . . .	. . . . .
Mahoning Valley,	72,000 00	81,889 67	153,889 67	3,933 34	5
Mauch Chunk, Summit Hill and Switch Back,	. . . . .	875 85	875 85	. . . . .	. . . . .
Meadville, Conneaut Lake and Linesville,	183,000 00	. . . . .	183,000 00	6,240 00	4
Middletown and Hummelstown,	. . . . .	35,407 01	35,407 01	. . . . .	. . . . .
Mifflin and Centre County,	200,000 00	44,841 14	244,841 14	12,000 00	6
Mill Creek and Mine Hill,	. . . . .	43 75	43 75	. . . . .	. . . . .
Monongahela Connecting,	200,000 00	41,372 97	241,372 97	12,000 00	6

Monongahela River and Streets Run,	. . . . .	32,120 29	32,120 29	. . . . .	. . . . .
Mont Alto,	125,000 00	137,827 52	262,827 52	7,500 00	6
Montour,	100,000 00	. . . . .	100,000 00	. . . . .	. . . . .
Montrose,	. . . . .	166 64	166 64	. . . . .	. . . . .
Mount Carbon and Port Carbon,	. . . . .	858 30	858 30	. . . . .	. . . . .
Mount Carmel and Natalie,	. . . . .	100,726 86	100,726 86	. . . . .	. . . . .
Mount Jewett, Kinzua and Wrightsville,	46,459 17	13,250 43	59,709 60	600 00	6
Mount Penn Gravity,	75,000 00	. . . . .	75,000 00	3,825 00	6
Nescopec,	200,000 00	74,930 34	274,930 34	10,000 00	5
Nesquehoning Valley,	. . . . .	1,265 69	1,265 69	. . . . .	. . . . .
Neversink Mountain,	21,500 00	145,907 76	167,407 76	467 50	5½
Newcastle and Beaver Valley,	. . . . .	1,966 49	1,966 49	. . . . .	. . . . .
Newcastle and Shenango Valley,	250,000 00	6,000 06	256,000 06	15,000 00	6
Newport and Sherman's Valley,	107,750 00	1,246 84	108,746 84	2,687 50	5
New York, Lake Erie and Western,	77,643,885 10	7,128,637 69	84,772,522 79	4,976,711 96	4, 4½, 5, 6 and 7
New York, Lake Erie and Western Coal,	3,000,000 00	. . . . .	3,000,000 00	180,000 00	6
New York, Chicago and St. Louis,	19,575,000 00	871,256 19	20,446,256 19	778,300 00	4
New York and Northern Pennsylvania,	50,000 00	1,694 17	51,694 17	3,000 00	6
New York, Pennsylvania and Ohio,	115,939,259 25	684,419 30	116,623,678 55	3,583,310 00	5, 6 and 7
New York, Susquehanna and Western,	9,385,000 00	967,506 94	10,352,506 94	492,849 16	4½, 5 and 6
Nittany Valley,	75,000 00	16,400 00	91,400 00	4,500 00	6
Northern Central,	14,415,000 00	1,421,816 91	15,836,816 91	804,720 00	4½, 5 and 6
North East Pennsylvania,	400,000 00	478,120 83	878,120 83	23,600 00	5 and 7
North Pennsylvania,	7,200,000 00	314,776 11	7,514,776 11	492,000 00	6 and 7
North and West Branch,	1,500,000 00	47,321 45	1,547,321 45	90,000 00	6
Ohio and Baltimore Short Line,	500,000 00	1,023,516 72	1,523,516 72	25,000 00	5
Ohio Connecting,	660,000 00	44,653 58	704,653 58	31,500 00	5
Ontario, Carbondale and Scranton,	1,500,000 00	519,491 87	2,019,491 87	75,000 00	5
Pennsylvania,	77,077,126 39	22,966,553 79	100,043,680 18	4,560,724 66	4, 4½, 5 and 6
Pennsylvania Company,	26,345,444 00	4,184,651 73	30,530,095 73	1,105,708 56	4, 4½, 5 and 6
Pennsylvania and New York Canal and Railroad,	10,000,000 00	81,319 65	10,081,319 65	530,000 00	4, 5 and 7
Pennsylvania, Poughkeepsie and Boston,	2,083,560 20	1,375,876 25	3,459,436 45	134,744 34	4, 5½, 6 and 7
Pennsylvania Schuylkill Valley,	7,000,000 00	744,326 93	7,744,326 93	345,000 00	5
Pennsylvania and North Western,	2,000,000 00	152,717 56	2,152,717 56	104,742 50	5, 6 and 7
People's,	36,000 00	1,084 88	37,084 88	1,800 00	5
Perkiomen,	1,924,600 00	1,016,897 58	2,941,497 58	96,230 00	5
Perry County,	51,000 00	8,587 50	59,587 50	3,060 00	6
Philadelphia and Baltimore Central,	2,200,000 00	1,881 00	2,201,881 00	100,911 25	4½ and 5
Philadelphia Belt Line,	. . .	8,462 20	8,462 20	. . . . .	. . . . .
Philadelphia and Chester Valley,	380,510 00	19,680 16	400,190 16	18,025 50	4 and 5
Philadelphia and Erie,	19,674,000 00	6,314 00	19,680,314 00	1,042,470 00	4, 5, 6 and 7
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	309,017 99	1,309,017 99	45,000 00	4½
Philadelphia, Germantown and Norristown,	. . . . .	5,185 50	5,185 50	. . . . .	. . . . .

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Toral amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilites.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Philadelphia, Harrisburg and Pittsburg,	. . . . .	$1,144,542 44	$1,144,542 44	. . . . .	. . . . .
Philadelphia, Newtown and New York,	$700,000 00	246,079 29	946,079 29	$42,000 00	6
Philadelphia and Reading,	157,314,402 45	7,881,030 33	165,195,432 78	6,213,894 61	4,4½,4½5,6and 7
Philadelphia and Reading Terminal,	9,616 67	387,393 06	397,009 73	577 00	6
Philadelhpia and Trenton,	. . . . .	1,855,177 33	1,855,177 33	. . . . .	. . . . .
Philadelphia, Wilmington and Baltimore,	5,527,598 33	1,907,623 14	7,435,221 47	264,395 90	4, 5 and 6
Pickering Valley,	332,300 00	539,335 08	871,635 08	23,261 00	7
Pine Creek,	357,900 00	429,277 60	4,008,277 60	216,535 00	6
Pittsburg and Castle Shannon,	231,774 40	50,364 25	282,138 65	12,000 00	6
Pittsburg, Chartiers and Youghiogheny,	700,000 00	27,114 92	727,114 92	29,560 00	4 and 6
Pittsburg, Cincinnati, Chicago and St. Louis,	42,412,370 00	3,358,432 86	45,770,802 86	2,368,574 57	4½, 5, 6 and 7
Pittsburg and Connellsville,	20,718,224 00	4,052,576 71	24,770,800 71	1,183,093 44	5, 6 and 7
Pittsburg, Fort Wayne and Chicago,	12,410,000 00	724,676 15	13,134,676 15	862,700 00	7
Pittsburg Junction,	1,440,000 00	564,432 58	2,004,432 58	86,400 00	6
Pittsburg and Lake Erie,	4,157,822 33	681,982 47	4,839,804 80	191,448 49	5 and 6
Pittsburg, McKeesport and Youghiogheny,	3,750,000 00	. . . . .	3,750,000 00	225,000 00	6
Pittsburg and Moon Run,	100,000 00	. . . . .	100,000 00	6,000 00	6
Pittsburg and Northern,	. . . . .	49,520 06	49,520 06	. . . . .	. . . . .
Pittsburg, Shenango and Lake Erie,	3,012,374 95	241,517 13	3,253,892 08	148,612 50	5
Pittsburg, Virginia and Charleston,	3,610,000 00	312,605 46	3,922,605 46	180,500 00	5
Pittsburg and Western,	12,935,072 50	1,826,735 73	14,761,808 23	506,732 50	4,4½,5,5⅞,6 & 7
Pittsburg, Youngstown and Ashtabula,	3,372,000 00	6,916 20	3,378,916 20	189,800 00	5, 6 and 7
Pomeroy and Newark,	. . . . .	181,262 77	181,262 77	. . . . .	. . . . .
Reading and Columbia,	2,009,166 67	966,635 84	2,975,802 51	110,500 00	5 and 6
Reading, Marietta and Hanover,	. . . . .	82,587 11	82,587 11	. . . . .	. . . . .
Rew City and Eldred,	. . . . .	2,118 60	2,118 60	. . . . .	. . . . .
Reynoldsville and Fall Creek,	170,000 00	8,486 11	178,486 11	5,000 00	6
Ridgway and Clearfield,	491,000 00	500 80	491,500 80	24,550 00	5
River Front,	216,000 00	164,143 81	380,143 81	9,720 00	4½

Rupert and Bloomsburg,	. . . . .	20,852 99	20,852 99	. . . . .	. . . . .
Silisbury,	150,000 00	1,841 00	151,841 00	10,500 00	7
Schuylkill and Lehigh,	1,000,000 00	31,448 45	1,031,448 45	51,000 00	4½ and 6
Schuylkill River East Side,	4,500,000 00	. . . . .	4,500,000 00	225,000 00	5
Schuylkill River West Side,	. . . . .	1,359 10	1,359 10	. . . . .	. . . . .
Schuylkill Valley Navigation Railroad,	. . . . .	404 80	404 80	. . . . .	. . . . .
Sewickley and Jeannette,	. . . . .	3,000 00	3,000 00	. . . . .	. . . . .
Shade Creek,	. . . . .	137 16	137 16	. . . . .	. . . . .
Shamokin, Sunbury and Lewisburg,	2,000,000 00	250 45	2,000,250 45	110,000 00	5 and 6
Shamokin Valley and Pottsville,	2,000,000 00	73,375 00	2,073,375 00	140,000 00	7
Sharon;	164,000 00	. . . . .	164,000 00	7,380 00	4½
Sharpsville,	. . . . .	115,133 77	115,133 77	. . . . .	. . . . .
Sheffield and Spring Creek,	. . . . .	12,000 00	12,000 00	. . . . .	. . . . .
Shenango Valley,	. . . . .	67,787 33	67,787 33	. . . . .	. . . . .
Sinnemahoning Valley,	. . . . .	203 53	203 53	. . . . .	. . . . .
Slate Run,	. . . . .	12,006 84	12,006 84	. . . . .	. . . . .
Somerset County,	6,000 00	. . . . .	6,000 00	. . . . .	6
Somerset and Cambria,	754,500 00	. . . . .	754,500 00	29,500 00	5 and 6
South Easton and Phillipsburg,	. . . . .	7,899 12	7,899 12	. . . . .	. . . . .
South Fork,	. . . . .	76,766 75	76,766 75	. . . . .	. . . . .
South-West Pennsylvania,	900,000 00	31,115 64	931,115 64	63,000 00	7
State Line and Sullivan,	280,000 00	23,041 11	303,041 11	16,800 00	6
Stony Creek,	350,000 00	575,821 08	925,821 08	24,500 00	7
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00	3,364 30	2,538,364 30	142,100 00	5 and 6
Sunbury and Lewistown,	500,000 00	. . . . .	500,000 00	35,000 00	7
Susquehanna and Buffalo,	. . . . .	19,911 64	19,911 64	. . . . .	. . . . .
Susquehanna and Clearfield,	285,000 00	81,600 61	366,600 61	14,250 00	5
Tamaqua, Hazleton and Northern,	. . . . .	33,000 00	33,000 00	. . . . .	. . . . .
Tiachaghton and Fahnastalk,	. . . . .	21,156 98	21,156 98	. . . . .	. . . . .
Tioga,	789,500 00	342 00	789,842 00	50,475 00	5 and 7
Tionesta Valley,	. . . . .	40,182 14	40,182 14	. . . . .	. . . . .
Trenton Cut-off,	1,200,000 00	1,285 28	1,201,285 28	. . . . .	. . . . .
Trescow,	. . . . .	141,570 87	141,570 87	. . . . .	. . . . .
Turtle Creek Valley,	. . . . .	37,635 06	37,635 06	. . . . .	. . . . .
Tyrone and Clearfield,	1,000,000 00	59,065 04	1,059,065 04	50,000 00	5
Union,	. . . . .	18,896 70	18,896 70	. . . . .	. . . . .
Waynesburg and Washington,	98,900 00	36,408 03	135,308 03	6,923 00	7
West Chester,	91,668 00	12,318 13	103,986 13	3,750 00	5
Western Maryland,	4,755,530 00	649,778 03	5,405,308 03	225,616 80	3¼, 4 and 6
Western New York and Pennsylvania,	32,611,652 93	642,122 09	33,253,775 02	1,538,038 65	5, 6 and 7
Western Pennsylvania,	4,225,000 00	24,095 97	4,249,095 97	192,640 00	4 and 6
Wheeling, Pittsburg and Baltimore,	5,500,000 00	. . . . .	5,500,000 00	275,000 00	5
Wilcox and Rocky Run,	. . . . .	393 59	393 59	. . . . .	. . . . .

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Wilkes-Barre and Harvey's Lake,		$176,981 78	$176,981 78		
Wilkes-Barre and Scranton,	$500,000 00	69,273 68	569,273 68	$22,500 00	4½
Wilkes-Barre and Western,	620,000 00		620,000 00		5
Williamsport and Clearfield,	230,000 00		230,000 00		
Williamsport and North Branch,	377,900 00	25,995 17	403,895 17	24,175 80	6
Wilmington and Northern,	534,000 00	237,043 88	771,043 88	26,250 00	5
Wind Gap and Delaware,		126,821 68	126,821 68		
Youghiogheny, Northern,		1,569 40	1,569 40		
	$928,632,341 10	$116,821,335 48	$1,044,710,618 98	$46,417,682 64	

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1892.	Cost of additions for the year ending June 30, 1892.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Pennsylvania,	$1,361,365 71	. . . . .	$1,361,365 71	$30,313 97	$33,204 04	. . . . .
Allegheny and Kinzua,	. . . . .	. . . . .	801,187 97	545 05	. . . . .	. . . . .
Allegheny Valley,	40,982,987 23	$1,564,617 00	42,547,604 23	18,498,063 93	157,445 21	6,010 82
Allentown,	1,085,747 94	. . . . .	1,085,747 94	. . . . .	. . . . .	. . . . .
Allentown Terminal,	976,846 05	. . . . .	976,846 05	17,443 98	288,001 86	. . . . .
Altoona, Clearfield and Northern,	. . . . .	. . . . .	86,885 00	31,295 00	. . . . .	. . . . .
Arnot and Pine Creek,	258,350 74	. . . . .	258,350 74	. . . . .	21,838 61	. . . . .
Bald Eagle Valley,	1,880,016 50	. . . . .	1,880,016 50	878 72	20,732 31	. . . . .
Baltimore and Harrisburg,	1,454,102 18	. . . . .	1,454,102 18	2,070 36	. . . . .	. . . . .
Baltimore and Lehigh,	4,786,571 65	. . . . .	4,786,571 65	2,547,809 37	56,712 93	. . . . .
Baltimore and Philadelphia,	9,840,000 00	20,953 83	9,860,953 83	. . . . .	164,824 12	350 98
Bangor and Portland,	388,023 99	107,975 00	495,998 99	18,009 87	11,935 53	3,321 28
Barclay Coal Company's Railroad,	450,000 00	33,204 14	483,204 14	. . . . .	. . . . .	. . . . .
Beaver and Elwood,	104,561 35	7,038 57	111,599 92	8,862 18	20,912 27	1,407 71
Bedford and Bridgeport,	2,303,202 13	. . . . .	2,303,202 13	2,892 38	46,841 61	. . . . .
Beech Creek,	10,000,000 00	. . . . .	10,000,000 00	. . . . .	72,663 80	. . . . .
Bellefonte Central,	518,306 59	. . . . .	518,306 59	18,306 59	. . . . .	. . . . .
Berlin,	50,425 09	. . . . .	50,425 09	. . . . .	6,303 14	. . . . .
Berlin Branch,	75,326 19	. . . . .	75,326 19	. . . . .	11,046 60	. . . . .
Bloomsburg and Sullivan,	1,197,650 00	. . . . .	1,197,650 00	. . . . .	. . . . .	. . . . .
Bradford, Bordell and Kinzua,	522,870 83	91,052 73	613,923 56	123 24	13,299 24	2,315 68
Bradford, Bordell and Smethport,	105,259 64	11,776 49	117,036 13	. . . . .	10,289 31	1,151 17
Bradford, Eldred and Cuba,	552,426 50	. . . . .	552,426 50	2,396 07	. . . . .	. . . . .
Bradford and Western,	26,170 72	5,113 21	31,283 93	1,403 21	. . . . .	. . . . .
Broekport and Shawmut,	21,195 26	. . . . .	21,195 26	. . . . .	5,652 07	. . . . .
Brownstone and Middletown,	20,000 00	5,000 00	25,000 00	. . . . .	. . . . .	. . . . .
Buffalo, Bradford and Pittsburg,	3,109,943 61	. . . . .	3,109,943 61	1,685 27	84,029 82	. . . . .
Buffalo, Roehester and Pittsburg,	16,751,237 95	3,373,399 73	20,124,637 68	354,184 22	63,396 42	12,766 91
Bustleton,	100,000 00	. . . . .	100,000 00	. . . . .	24,067 30	. . . . .

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1892.	Cost of additions for the year ending June 30, 1892.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Cambria and Clearfield,	$1,864,155 84	. . . . .	$1,864,155 84	$1,281,434 79	$30,584 99	. . . . .
Catasauqua and Fogelsville,	576,628 02	$135,150 00	711,778 02	72 70	21,121 90	$4,950 55
Catawissa,	6,206,668 08	. . . . .	6,206,668 08	. . . . .	. . . . .	. . . . .
Chambersburg and Gettysburg,	200,000 00	4,240 00	204,240 00	. . . . .	. . . . .	. . . . .
Chartiers,	1,121,762 17	. . . . .	1,121,762 17	. . . . .	49,286 56	. . . . .
Chester Creek,	457,100 00	. . . . .	457,100 00	. . . . .	68,326 00	. . . . .
Chester and Delaware River,	310,117 53	. . . . .	310,117 53	58,135 69	. . . . .	. . . . .
Chestnut Hill,	120,650 00	. . . . .	120,650 00	. . . . .	30,162 50	. . . . .
Clarion River,	104,427 78	8,520 05	112,947 83	62,169 68	8,702 31	. . . . .
Cleveland and Pittsburg,	14,556,939 32	3,667,806 74	18,224,746 06	272,985 45	73,393 87	18,492 52
Colebrookdale,	672,341 93	. . . . .	672,341 93	. . . . .	. . . . .	. . . . .
Columbia and Port Deposit,	2,406,786 78	. . . . .	2,406,786 78	3,538 32	60,426 47	. . . . .
Connecting,	3,327,690 36	. . . . .	3,327,690 36	75,441 75	. . . . .	. . . . .
Corning, Cowanesque and Antrim,	. . . . .	2,062,692 28	2,062,692 28	. . . . .	. . . . .	8,852 75
Cornwall,	677,694 45	187,402 51	865,096 96	60 45	53,488 17	14,791 04
Cornwall and Lebanon,	1,361,265 59	192,882 24	1,554,147 83	25,731 38	. . . . .	. . . . .
Confluence and Oakland,	231,176 57	. . . . .	231,176 57	1,123 44	11,734 85	. . . . .
Coudersport and Port Allegheny,	202,518 00	69,950 00	272,468 00	9,000 00	13,235 00	4,110 00
Cresson, Clearfield County and New York Short Route,	1,821,944 85	31,563 07	1,853,507 92	3,665 96	. . . . .	. . . . .
Cumberland Valley,	. . . . .	. . . . .	2,206,158 14	139,336 15	. . . . .	. . . . .
Crescent Connecting,	13,141 28	585 33	13,726 61	13,726 61	. . . . .	. . . . .
Danville and Shamokin,	26,710 00	. . . . .	26,710 00	. . . . .	. . . . .	. . . . .
Dauphin and Berks,	100,000 00	. . . . .	100,000 00	. . . . .	. . . . .	. . . . .
Delaware and Hudson Canal Company's Railroad,	3,992,483 78	1,800,339 42	5,792,823 20	13,056 49	53,375 45	15,155 66
Delaware, Laekawanna and Western,	17,281,798 89	9,567,964 64	26,849,763 53	761,110 16	81,772 49	45,272 86
Delaware River and Laeaster,	551,554 92	6,620 00	558,174 92	8,618 92	43,774 20	525 39
Delaware, Susquehanna and Schuylkill,	1,060,724 52	70,884 43	1,131,608 95	578,287 74	16,356 58	1,093 05

Dillsburg and Mechanicsburg,	215,113 02		215,113 02		27,936 75	
Downingtown and Lancaster,	706,969 94		706,969 94	208 16	18,614 21	
Dunkirk, Allegheny Valley and Pittsburg,	4,278,531 67	262,725 00	4,541,256 67		47,224 41	2,899 83
East Broad Top,	943,943 00	192,526 09	1,136,469 09	4,366 55	30,351 51	6,190 55
East Mahanoy,	497,792 68		497,792 68		35,304 44	
East Pennsylvania,	1,905,586 01		1,905,586 01			
Easton and Northern,	263,665 93		263,665 93	6,983 94		
Elmira and Williamsport,	2,218,000 00	352,000 00	2,570,000 00		29,377 48	4,662 25
Emporium and Rich Valley,	74,201 50	13,813 78	88,015 28			
Erie and Pittsburg,	3,192,148 79	1,895,725 18	5,087,873 97	11,211 53	37,790 32	22,442 59
Erie and Wyoming Valley,	5,305,456 21	115,196 99	5,420,653 20	30,143 56		
Falls Creek,	27,196 89	2,299 74	29,496 63		9,065 63	
Gettysburg and Harrisburg,	1,111,818 35	95,302 93	1,207,121 28		32,133 48	2,754 42
Grassey Island,	9,703 70		9,703 70		9,703 70	
Hanover and York,	371,826 48		371,826 48		20,263 02	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210 09		1,881,210 09		35,005 77	
Huntingdon and Broad Top Mountain,	5,574,417 34	265,927 55	5,840,344 89	43,674 32		
Hunter's Run and Slate Belt,	43,727 86	8,990 00	52,717 86	52,717 86	7,950 52	1,634 54
Ironton,	183,000 00	17,000 00	200,000 00			
Jamestown and Franklin,	2,638,230 08		2,638,230 08	6,365 26	51,821 45	
Jefferson,	6,574,581 83		6,574,581 83	1,796 48	147,115 28	
Johnsonburg,	400,953 34		400,953 34	171 75	20,263 30	
Junction,	1,034,829 40		1,034,829 40		290,682 42	
Kensington and Tacony,	296,189 48		296,189 48	81,201 77	78,564 85	
Kinzua Creek and Kane,	50,167 08	22,397 47	72,564 55	6,984 02		
Lackawanna and Montrose,	134,438 91		134,438 91	95,066 19	12,828 14	
Lake Shore and Michigan Southern,	66,700,000 00	17,300,000 00	84,000,000 00		77,634 87	20,136 18
Lehigh and Lackawanna,	970,500 00		970,500 00		38,665 33	
Lehigh and Susquehanna,	15,045,697 42		15,045,697 42	113,789 45	93,608 52	
Lehigh Valley,	17,952,946 72	20,098,054 67	38,051,001 39	2,131,877 43		
Lewisburg and Tyrone,	1,566,287 94		1,566,287 94		18,461 66	
Ligonier Valley,	245,866 69	30,440 20	276,306 89	11,143 15	23,415 87	2,899 07
Little Saw Mill Run,	191,642 61	156,099 67	347,742 28		63,880 87	52,033 22
Little Schuylkill Navigation,	2,405,943 75		2,405,943 75		77,361 53	
Littlestown,	74,850 00		74,850 00		8,043 38	
Loyalsock,	301,227 61		301,227 61	87,638 70		
Lykens Valley,	578,767 24	17,000 00	595,767 24		29,379 05	862 95
McKeesport and Bessemer,	538,462 90		538,462 90	97,255 36		
McKeesport Connecting,	33,211 28	19,220 34	52,431 62	6,828 72		
Mahoning Valley,	71,092 34	112,650 24	183,742 58	24,562 62	14,420 15	22,847 94
Martin's Creek,	30,000 00		30,000 00		2,000 00	

TABLE C—COST OF ROAD AND EQUIMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1892.	Cost of additions for the year ending June 30, 1892.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Mauch Chunk, Summit Hill and Switch Back,	$2,386 21	. . . . .	$2,386 21	$2,386 21	$132 56	. . . . .
Meadville and Linesville,	383,000 00	. . . . .	383,000 00	17,000 00	. . . . .	. . . . .
Middletown and Hummelstown,	127,520 61	. . . . .	127,520 61	5,699 73	. . . . .	. . . . .
Mifflin and Centre County,	365,939 39	. . . . .	365,939 39	. . . . .	29,727 00	. . . . .
Mill Creek and Mine Hill,	323,045 00	. . . . .	323,045 00	. . . . .	85,000 00	. . . . .
Mine Hill and Schuylkill Haven,	4,165,572 49	. . . . .	4,165,572 49	. . . . .	28,332 43	. . . . .
Monongahela Connecting,	680,983 65	$36,212 25	717,195 90	11,172 71	217,566 66	$11,569 39
Monongahela River and Streets Run,	32,020 29	100 00	32,120 29	. . . . .	29,109 34	90 91
Mont Alto,	218,204 75	16,795 25	235,000 00	. . . . .	10,970 57	844 41
Montour,	116,214 44	83,844 48	200,058 92	. . . . .	. . . . .	. . . . .
Montrose,	332,661 18	41,308 13	373,969 31	. . . . .	11,880 75	1,475 29
Mount Carbon and Port Carbon,	282,815 45	. . . . .	282,815 45	. . . . .	113,126 18	. . . . .
Mount Carmel and Natalie,	91,993 11	. . . . .	91,993 11	. . . . .	. . . . .	. . . . .
Mount Jewett, Kinzua and Wrightsville,	126,459 17	15,432 85	141,892 02	10,015 39	. . . . .	. . . . .
Mount Penn Gravity,	110,209 78	29,238 78	139,448 56	9,366 25	13,776 01	3,654 85
Mount Pleasant and Broadford,	203,983 07	. . . . .	203,983 07	815 26	21,029 18	. . . . .
Nescopec,	460,395 28	. . . . .	460,395 28	. . . . .	38,494 58	. . . . .
Nesquehoning Valley,	1,418,756 35	. . . . .	1,418,756 35	. . . . .	85,159 45	. . . . .
Neversink Mountain,	157,603 64	63,371 55	220,975 19	40,446 71	19,700 45	7,921 44
Newcastle and Beaver Valley,	877,059 84	. . . . .	877,059 84	. . . . .	58,548 00	. . . . .
Newcastle and Shenango Valley,	540,893 40	. . . . .	540,893 40	. . . . .	. . . . .	. . . . .
Newport and Sherman's Valley,	197,200 00	18,450 00	215,650 00	. . . . .	. . . . .	. . . . .
New York, Lake Erie and Western,	155,577,435 51	7,161,977 75	162,739,413 26	1,118,320 82	. . . . .	. . . . .
New York, Lake Erie and Western Coal,	2,070,701 35	. . . . .	2,070,701 35	3,408 91	48,111 09	. . . . .
New York, Chicago and St. Louis,	46,084,634 85	3,616,721 50	49,701,356 35	. . . . .	90,698 14	7,117 99
New York and North Pennsylvania,	101,659 85	. . . . .	101,659 85	1,659 85	. . . . .	. . . . .
New York, Pennsylvania and Ohio,	162,225,165 29	15,315 66	162,240,480 95	2,484,508 67	287,908 93	27 18
New York, Susquehanna and Western,	27,205,136 42	2,014,862 15	29,219,998 57	482,005 37	202,073 36	14,965 92

Nittany Valley,	166,854 85	14,573 83	181,428 68	4,439 40	29,689 48	2,593 21
Northern Central,	15,055,978 67	4,946,331 60	20,002,310 27	770,235 67	109,101 29	35,842 98
North East Pennsylvania,	708,701 34	. . . . .	708,701 34	31,452 23	27,683 65	. . . . .
North Pennsylvania,	10,315,883 97	1,750,935 65	12,066,819 62	. . . . .	49,619 45	8,422 01
North and West Branch,	3,354,926 60	. . . . .	3,354,926 60	37,399 65	70,157 39	. . . . .
Ohio and Baltimore Short Line,	1,541,022 92	. . . . .	1,541,022 92	8,035 99	165,701 39	. . . . .
Ohio Connecting,	1,343,891 04	. . . . .	1,343,891 04	25,131 89	410,975 85	. . . . .
Ontario, Carbondale and Scranton,	3,547,803 29	. . . . .	3,547,803 29	52,817 35	66,116 35	. . . . .
Pennsylvania,	66,476,527 53	32,598,499 72	99,075,027 25	5,071,710 48	130,420 29	63,954 99
Pennsylvania Company,	1,780,367 15	5,130,293 69	6,910,660 84	667,016 41	. . . . .	. . . . .
Pennsylvania and New York Canal and Railroad,	8,124,390 65	. . . . .	8,124,390 65	35,350 52	. . . . .	. . . . .
Pennsylvania, Poughkeepsie and Boston,	3,850,452 26	506,910 00	4,357,362 26	. . . . .	79,276 34	10,436 69
Pennsylvania Schuylkill Valley,	14,368,443 60	. . . . .	14,368,443 60	536,535 32	119,547 74	. . . . .
Pennsylvania and Western,	100,000 00	. . . . .	100,000 00	. . . . .	. . . . .	. . . . .
Pennsylvania and North Western,	3,830,192 07	255,204 10	4,085,396 17	400,243 62	. . . . .	. . . . .
Penn Gas Coal Company's Railroad,	347,148 62	30,738 62	377,887 24	. . . . .	. . . . .	. . . . .
People's ,	98,004 34	27,287 29	125,291 63	. . . . .	. . . . .	. . . . .
Perkiomen,	2,085,389 82	4,257 03	2,089,646 85	430 57	54,165 97	110 57
Perry County,	120,399 08	8,477 80	128,876 88	7,754 99	. . . . .	. . . . .
Philadelphia and Baltimore Central,	4,024,482 86	92,186 46	4,116,669 32	32,315 18	54,621 00	1,251 00
Philadelphia Belt Line,	88,302 08	. . . . .	88,302 08	63,963 73	. . . . .	. . . . .
Philadelphia and Chester Valley,	1,086,662 35	. . . . .	1,086,662 35	289 70	. . . . .	. . . . .
Philadelphia and Erie,	30,223,380 71	. . . . .	30,223,380 71	129,426 28	105,102 87	. . . . .
Philadelphia, Germantown and Chestnut Hill,	2,304,717 99	. . . . .	2,304,717 99	304,717 99	296,296 28	. . . . .
Philadelphia, Germantown and Norristown,	1,914,367 52	367,988 09	2,282,355 61	. . . . .	83,242 25	12,580 79
Philadelphia, Harrisburg and Pittsburg,	3,143,841 33	. . . . .	3,143,841 33	104,207 63	. . . . .	. . . . .
Philadelphia and Lehigh Valley,	22,184 90	. . . . .	22,184 90	. . . . .	554 62	. . . . .
Philadelphia, Newtown and New York,	1,900,000 90	. . . . .	1,900,000 00	. . . . .	90,909 09	. . . . .
Philadelphia and Reading,	86,053,526 33	19,614,480 54	105,668,006 87	3,649,109 66	. . . . .	. . . . .
Philadelphia and Reading Terminal,	6,122,113 49	. . . . .	6,122,113 49	4,882,639 74	. . . . .	. . . . .
Philadelphia and Trenton,	3,713,175 33	. . . . .	3,713,175 33	188,580 28	140,119 82	. . . . .
Philadelphia, Wilmington and Baltimore,	. . . . .	. . . . .	15,414,753 27	. . . . .	127,827 79	. . . . .
Pickering Valley,	481,399 08	. . . . .	481,399 08	. . . . .	42,601 69	. . . . .
Pine Creek,	4,637,379 61	. . . . .	4,637,379 61	. . . . .	61,997 05	. . . . .
Pittsburg and Castle Shannon,	352,498 47	30,469 93	382,968 40	31,660 44	. . . . .	. . . . .
Pittsburg, Chartiers and Youghiogheny,	935,541 37	243,959 65	179,501 02	21,525 32	43,112 50	11,242 38
Pittsburg, Cincinnati, Chicago and St. Louis,	. . . . .	. . . . .	90,283,270 26	5,308,685 31	. . . . .	. . . . .
Pittsburg and Connellsville,	15,039,956 60	1,734,411 53	16,774,368 13	154,643 52	101,074 97	11,656 00
Pittsburg, Fort Wayne and Chicago,	35,018,115 02	10,650,648 28	45,668,763 30	1,015,184 73	74,506 62	22,660 96

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1892.	Cost of additions for the year ending June 30, 1892.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Pittsburg Junction,	$3,246,507 89	$37,323 15	$3,283,831 04	$88,232 04	$472,563 00	$5,432 78
Pittsburg and Lake Erie,	6,557,397 57	2,718,707 49	9,276,105 06	347,439 00	92,448 86	38,329 44
Pittsburg, McKeesport and Youghiogheny,	7,326,603 21	383,046 79	7,709,650 00	. . . . .	81,415 75	4,256 55
Pittsburg and Moon Run,	166,095 84	11,900 00	177,995 84	. . . . .	. . . . .	. . . . .
Pittsburg, Shenango and Lake Erie,	6,076,188 85	20,793 85	6,096,982 70	459,935 59	. . . . .	. . . . .
Pittsburg, Virginia and Charleston,	6,101,940 85	. . . . .	6,101,940 85	306,160 14	84,182 85	. . . . .
Pittsburg and Western,	. . . . .	. . . . .	24,692,230 83	967,498 38	. . . . .	. . . . .
Pittsburg, Youngstown and Ashtabula,	6,124,385 65	568,428 21	6,692,813 86	16,424 27	48,920 72	4,540 52
Plymouth,	286,545 19	. . . . .	286,545 19	. . . . .	32,196 09	. . . . .
Pomeroy and Newark,	502,056 25	. . . . .	502,056 25	. . . . .	18,803 60	. . . . .
Reading and Columbia,	2,197,782 78	245,241 18	2,443,023 96	450 00	. . . . .	. . . . .
Reading, Marietta and Hanover,	332,587 11	. . . . .	332,587 11	. . . . .	. . . . .	. . . . .
Rew City and Eldred,	108,899 37	4,219 23	113,118 60	. . . . .	8,955 54	337 54
Reynoldsville and Falls Creek,	325,526 50	26,051 32	351,077 82	5,202 51	22,450 11	1,796 64
Ridgway and Clearfield,	985,970 60	. . . . .	985,970 60	500 80	36,208 98	. . . . .
River Front,	604,968 01	. . . . .	604,968 01	12,286 31	156,727 46	. . . . .
Rochester, Beaver Falls and Western,	48,125 76	. . . . .	48,125 76	. . . . .	. . . . .	. . . . .
Rupert and Bloomsburg,	58,046 00	. . . . .	58,046 00	2,278 43	. . . . .	. . . . .
Salisbury,	258,977 46	11,840 72	270,818 18	2,116 22	22,134 82	1,012 03
Schuylkill and Lehigh,	1,063,800 32	. . . . .	1,063,800 32	. . . . .	. . . . .	. . . . .
Schuylkill River, East Side,	9,000,000 00	. . . . .	9,000,000 00	. . . . .	. . . . .	. . . . .
Schuylkill River, West Side,	2,859 10	. . . . .	2,859 10	. . . . .	. . . . .	. . . . .
Schuylkill Valley Navigation Railroad,	576,840 94	. . . . .	576,840 94	. . . . .	52,440 08	. . . . .
Sewickley and Jeannette,	3,000 00	. . . . .	3,000 00	. . . . .	. . . . .	. . . . .
Shade Creek,	9,530 59	3,075 25	12,605 84	4,975 25	. . . . .	. . . . .
Shamokin, Sunbury and Lewisburg,	3,048,261 62	. . . . .	3,048,261 62	. . . . .	. . . . .	. . . . .
Shamokin Valley and Pottsville,	2,876,150 00	. . . . .	2,876,150 00	. . . . .	96,354 93	. . . . .
Sharon,	617,345 20	. . . . .	617,345 20	. . . . .	23,608 03	. . . . .
Sharpsville,	423,340 24	26,856 19	450,196 43	. . . . .	20,620 56	1,308 14

Sheffield and Spring Creek,	38,950 50		38,950 50			
Shenango Valley,	127,787 33		127,787 33		65,531 96	
Sinnemahoning Valley,	90,000 00		90,000 00		7,358 95	
Slate Run,	65,757 31	15,242 69	81,000 00		4,383 82	1,016 18
Slatington,	1,733 29		1,733 29			
Somerset County,	74,300 00		74,300 00			
Somerset and Cambria,	1,337,300 45		1,337,300 45	1,834 61	29,651 89	
South Chester,	18,898 38		18,898 38			
South Easton and Philipsburg,	82,899 12		82,899 12			
South Fork,	97,374 95		97,374 95	70,826 46	11,991 98	
South Penn Railway and Mining Company,	1,425,000 00		1,425,000 00		66,588 79	
Southwest Pennsylvania,	2,438,854 49		2,438,854 49	20,443 31	22,383 02	
State Line (Pittsburg),	232,395 05		232,395 05	48,996 56	55,069 91	
State Line and Sullivan,	1,207,851 48	38,500 00	1,246,351 48			
Stewart,	7,114 20		7,114 20			
Stewartstown,	68,899 17	8,148 48	77,047 65			
Stony Creek,	548,922 54	397 34	549,319 88	3,056 26	53,293 45	38 58
Sunbury, Hazleton and Wilkes-Barre,	3,535,123 71		3,535,123 71	13 75	81,379 45	
Sunbury and Lewistown,	1,100,000 00		1,100,000 00			
Susquehanna and Buffalo,	19,911 64		19,911 64			
Susquehanna and Clearfield,	570,912 55		570,912 55		22,928 25	
Tamaqua, Hazleton and Northern,	332,869 84		332,869 84			
Tiadaghton and Fahnastalk,	49,908 53		49,908 53			
Tioga,			1,474,521 93		31,785 34	
Tionesta Valley,	167,216 97	76,577 90	243,794 87	6,364 00	4,629 37	3,828 89
Tipton,	43,250 00		43,250 00		9,740 99	
Trenton Cut-off,	1,301,158 03		1,301,158 03	49,342 27	82,876 30	
Tresckow,	271,570 87		271,570 87	553 47	35,922 07	
Trout Run,	38,016 43	1,915 00	39,931 43	1,791 43		
Turtle Creek Valley,	279,006 67		279,006 67	74,086 17	43,800 11	
Tyrone and Clearfield,	2,100,560 95		2,100,560 95	86,030 70	16,896 40	
Union,	18,998 98		18,998 98	1,905 97		
Ursina and North Fork,	27,000 00	3,000 00	30,000 00			
Warren and Farnsworth,	125,413 90	45,855 93	171,269 83		8,212 00	3,005 00
Waynesburg and Washington,	201,722 59	52,233 16	253,955 75		7,165 99	1,855 53
West Chester,	281,724 38		281,724 38		56,344 88	
Western Maryland,	5,452,236 29		5,452,236 29	55,434 49	60,580 40	
Western New York and Pennsylvania,	58,857,158 73	3,937,518 07	62,794,676 80	287,039 93	92,979 82	6,220 31
Western Pennsylvania,	6,272,400 73		6,272,400 73		53,537 05	
Wheeling, Pittsburg and Baltimore,	7,131,832 39		7,131,832 39	19,519 26		108,386 51
Wilcox,	21,625 60		21,625 60		8,160 60	
Wilcox and Rocky Run,	19,777 53	5,813 93	25,591 46		2,472 19	726 74
Wilkes-Barre and Harvey's Lake,	326,981 78		326,881 78	24,665 70	21,220 87	

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1892.	Cost of additions for the year ending June 30, 1892.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Wilkes-Barre and Scranton,	$1,069,273 68	. . . . .	$1,069,273 68	$213,933 14	$276,298 10	. . . . .
Wilkes-Barre and Western,	. . . . .	. . . . .	862,000 00	. . . . .	. . . . .	. . . . .
Williamsport and North Branch,	1,082,840 94	$26,100 00	1,108,940 94	. . . . .	40,105 22	$966 66
Wilmington and Northern,	2,044,902 82	344,143 04	2,389,045 86	63,363 11	23,129 77	3,892 58
Wind Gap and Delaware,	176,821 68	. . . . .	176,821 68	13,782 98	16,311 96	. . . . .
Youghiogheny, Northern,	400,000 00	. . . . .	400,000 00	. . . . .	. . . . .	. . . . .
	$1,203,692,032 17	$163,738,314 34	$1,503,242,958 91	$58,632,157 90	. . . . .	. . . . .

TABLE D—MILEAGE.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania.
Addison and Pennsylvania,	41.00		5.00	46.00	35.50		49.51	37.99
Allegheny and Kinzua,	37.00	6.00		43.00	30.00		43.30	43.30
Allegheny Valley,	242.20	18.10		260.30	260.30		416.69	416.69
Allentown,	4.50			*o*				
Allentown Terminal,	3.39			*o*				
Altoona, Clearfield and Northern,	13.00			13.00	13.00	5.00	13.50	13.50
Arnot and Pine Creek,	11.83			*w*				
Bald Eagle Valley,	51.20	39.48		*n*				
Baltimore and Cumberland Valley,	4.55			*q*				
Baltimore and Cumberland Valley Extension,	26.52			*q*				
Baltimore and Harrisburg,	58.07	7.03	15.00	81.00	61.90		81.00	61.90
Baltimore and Lehigh,	84.40			84.40	40.00		91.64	43.02
Baltimore and Harrisburg Western Extension,	15.00			*b*				
Baltimore and Philadelphia,	36.80	22.90		59.70	42.30		113.80	96.40
Bangor and Portland,	27.97	4.54	8.00	40.51	40.51		40.51	40.51
Barclay,	14.02			14.02	14.02		14.02	14.02
Beaver and Elwood,	3.00			3.00	3.00	1.25	5.00	5.00
Bedford and Bridgeport,	38.70	10.47		*n*		.33		
Beech Creek,	105.16	32.46	15.80	153.42	153.42	5.65	207.73	207.73
Bellefonte Central,	27.50			27.50	27.50	1.00	30.44	30.44
Berlin,	8.00			8.00	8.00	.01	8.94	8.94
Berlin Branch,	7.00			7.00	7.00		7.00	7.00
Bloomsburg and Sullivan,	29.00			29.00	29.00		35.20	35.20
Bradford,	14.75			*p*				
Bradford, Bordell and Kinzua,	27.16		12.16	39.32	39.32		46.72	46.72

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania.
Bradford, Bordell and Smethport,	10.23			*v*				
Bradford, Eldred and Cuba,	4.31		29.98	34.29	5.74		34.29	5.74
Bradford, Richburg and Cuba,	9.36			*x*				
Bradford and Western Pennsylvania,	4.15			4.15	4.15		6.15	6.15
Brookport and Shawmut,	3.75			*r*				
Brownstone and Middletown,	2.50			2.50	2.50		4.33	4.33
Buffalo, Bradford and Pittsburg,	26.17	10.84		*r*				
Buffalo, Rochester and Pittsburg,	240.65	11.56	16 02	268.23	122.26		394.16	153.66
Bustleton,	4.16			*n*				
Cambria and Clearfield,	9.45	51.50		*n*		20.78		
Catasauqua and Fogelsville,	27.30			27.30	27.30		31.70	31.70
Catawissa,	94.09			*o*				
Chambersburg and Gettysburg,	10.00			10.00	10.00		10.50	10.50
Chartiers,	22.76			*a*				
Chester Creek,	6.69			*n*				
Chester and Delaware River,	5.70			5.70	5.70		10.40	10.40
Chestnut Hill,	4.00			*o*				
Clarion River,	12.00			12.00	12.00	5.00	12.00	12.00
Cleveland and Pittsburg,	198.34			*s*				
Colebrookdale,	12.80			*o*				
Columbia and Port Deposit,	39.83	3.70		*n*		.86		
Connecting,	6.75			*n*				
Corning, Cowanesque and Antrim,	53.00	40.50		93.50	78.50		139.30	89.60
Cornwall,	12.67			12.67	12.67		28.28	28.28
Cornwall and Lebanon,	21.66	2.46		24.12	24.12		45.09	45.09
Confluence and Oakland,	19.70			19.70	12.50	.30	21.54	21.54
Coudersport and Pine Creek,	5.00			*c*				

Coudersport and Port Allegheny,	17.00		5.00	22.00	22.00		26.00	26.00
Cresson, Clearfield County and New York Short Route,	27.50	2.22		29.72	29.72		33.17	33.17
Cumberland Valley,	82.18		62.75	144.93	97.30		203.86	144.58
Delaware and Hudson Canal Company's Railroad,	38.78	1.80	61 82	102.40	84.31		354.79	328.15
Delaware, Lackawanna and Western,	194.61	16.73	576.95	788.29	217.75		1,856.76	560.22
Delaware River and Lancaster,	12.60			12.60	12.60		12.60	12.60
Delaware, Susquehanna and Schuylkill,	28.68	17.53	1 34	47.55	47.55	27.11	67.22	67.22
Dillsburg and Mechanicsburg,	7.70			*u*				
Downingtown and Lancaster,	37.98			*n*				
Dunkirk, Allegheny Valley and Pittsburg,	90.60			90.60	48.30		106.00	58.10
East Broad Top,	31.10		13.52	44.62	44.62		53.55	53.55
East Mahanoy,	14.10			*o*				
East Pennsylvania,	36.00			*o*				
Elmira and Williamsport,	75.55			*t*				
Erie and Pittsburg,	84.47			*s*				
Erie and Wyoming Valley,	48.00	13.00	1.25	62.25	62.25		89.25	89.25
Falls Creek,	3.00			3.00	3.00		3.00	3.00
Fayette County,	12.66			12.66	12.66		12.66	12.66
Ferney Mountain,	21.00			21.00	21.00		21.00	21.00
Gettysburg and Harrisburg,	34.60			34.60	34.60		38.40	38.40
Grassey Island,	1.00			1.00	1.00		1.00	1.00
Hanover and York,	18.55			*n*				
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.59	18.15		*n*				
Huntingdon and Broad Top Mountain,	45.00	17.00		62.00	62.00		80.00	80.00
Hunter's Run and Slate Belt,	8.00			8.00	8.00	5.50	8.00	8.00
Ironton,	9.00			9.00	9.00		12.00	12.00
Jamestown and Franklin,	50.91			*d*				
Jefferson,	36.51	8.18		*r*				
Johnsonburg,	19.69			*n*				
Jones Lake,	1.25			*e*				
Junction,	3.56			3.56	3.56		9.54	9.54
Kendall and Eldred,	18.28			*p*				
Kensington and Tacony,	3.15	.62		*n*		.87		
Kinzua,	14.04			*p*				
Kinzua Creek and Kane,	8.00			8.00	8.00	.50	13.00	13.00
Kinzua Valley,	12.73			12.73	12.73	12.73	14.36	14.36
Lackawanna and Montrose,	10.48			10.48	10.48		11.31	11.31
Lake Shore and Michigan Southern,	540.49	318.66	586.04	1,445.19	102.49		2,516.32	156.55
Lehigh and Lackawanna,	25.10			25.10	25.10		25.10	25.10
Lehigh and Susquehanna,	105.33	93.66		198.99	198.99		432.83	432.83

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania.
Lehigh Valley,	99.79	214.64		*o*				
Lewisburg and Tyrone,	77.50	7.58		*n*				
Ligonier Valley,	10.50			10.50	10.50		10.50	10.50
Little Saw Mill Run,	3.00			3.00	3.00		4.50	4.50
Little Schuylkill Navigation,	31.10	14.10		*o*				
Littlestown,	9.30			*n*		.18		
Loyalsock,	25.95			*o*		7.43	32.92	32.92
Lykens Valley,	19.70			*t*				
McKean and Buffalo,	22.15			*p*				
McKeesport and Bessemer,	1.47			*n*		1.47		
McKeesport Connecting,	.50			.50	.50		.50	.50
Mahoning Valley,	1.89		8.07	9.96	9.96		13.00	13.00
Martin's Creek,	.15			*n*				
Mauch Chunk, Summit Hill and Switchback,	18.00			18.00	18.00		19.00	19.00
Mapleton and Rocky Run,	1.00			1.00	1.00		1.00	1.00
Middletown and Hummelstown,	6.60			6.60	6.60		8.50	8.50
Mifflin and Centre County,	12.31			*n*				
Mill Creek and Mine Hill,	5.80			*o*				
Mine Hill and Schuylkill Haven,	24.80			*o*				
Monongahela Connecting,	.90	2.23		3.13	3.13		5.02	5.02
Monongahela River and Streets Run,	1.10			1.10	1.10		1.30	1.30
Mont Alto,	17.89			17.89	17.89		19.89	19.89
Montour,	11.00			11.00	11.00		11.50	11.50
Montrose,	28.00			28.00	28.00		28.00	28.00
Mount Carbon and Port Carbon,	2.50			*o*				
Mount Carmel and Natalie,	6.50			6.50	6.50		6.50	6.50

Mount Jewett, Kinzua and Riterville,	7.25		8.50	15.75	15.75	2.00	15.75	15.75
Mount Penn Gravity,	7.76			7.76	7.76		8.00	8.00
Mount Pleasant and Broadford,	9.70			9.70	9.70		12.81	12.81
Nescopee,	11.96			*n*				
Nesquehoning Valley,	16.66			*f*				
Neversink Mountain,	8.00			8 00	8.00		8.00	8.00
Newcastle and Beaver Valley,	14.98			*s*				
Newcastle and Butler,	2.50			2.50	2.50		2.50	2.50
Newcastle and Shenango Valley,	16.20			*r*				
Newport and Sherman's Valley,	25.00			25.00	25.00	10.00	26.50	26.50
New York, Lake Erie and Western,	446.63	104.49	556.59	1,107.71	190.64		2,271.58	367.67
New York, Lackawanna and Western,	6.41			6.41	6.41		12.82	12.82
New York, Chicago and St. Louis,	502.56	5.55	20.46	528 57	43.98		721.73	55.31
New York and North Pennsylvania	5.00			*q*				
New York, Pennsylvania and Ohio,	388.04	39.41	169.09	596.54	160.73		948.70	226.46
New York, Susquehanna and Western,	101.90	33.33	22.65	157.28	16.28	2.90	218.08	21.46
Nittany Valley,	4.75			4.75	4.75		7.62	7.62
Northern Central,	136.82	8.59	227.42	372.83	222.51		688.75	397.70
North East Pennsylvania,	25.60			*o*				
North Pennsylvania,	86.40			*o*				
North and West Branch,	43.13	4.69		*n*				
Ohio and Baltimore Short Line,	9.30			9.30	9.30		10.64	10.64
Ohio Connecting,	2.75	.52		*a*				
Olean, Bradford and Warren,	10.11			*p*				
Ontario, Carbondale and Scranton,	53.66			53.66	50.75		55.66	52.75
Pennsylvania,	329.69	180.02	2,042.27	2,550.98	2,104.55	68.84	5,257.80	4,261.96
Pennsylvania Company,				1,148.64	207.64		1,926.49	456.92
Pennsylvania and New York Canal and Railroad,	96.68	14.86		*o*				
Pennsylvania, Poughkeepsie and Boston,	48.57		47.27	95.84	33.02		109.26	41.08
Pennsylvania Schuylkill Valley,	101.30	18.89		*n*				
Pennsylvania and North Western,	60.97	11.14		72.11	72.11		118.69	118.69
Penn Gas Coal Company's Railroad,	10.00			10.00	10.00		15.00	15.00
Peoples',	4.61			4.61	4.61		4.61	4.61
Perkiomen,	38.50			38.50	38.50		48.16	48.16
Perry County,	18.10			18.10	18.10	7.00	19.10	19.10
Philadelphia and Baltimore Central,	62.62	11.06		*h*				
Philadelphia and Chester Valley,	21.50			21.50	21.50		24.70	24.70
Philadelphia and Erie,	287.56			*n*				
Philadelphia, Germantown and Chestnut Hill,	6.75			*n*				
Philadelphia, Germantown and Norristown,	16.20	3.50		*o*				

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania.
Philadelphia, Harrisburg and Pittsburg,	40.60			*o*				
Philadelphia, Newtown and New York,	20.90			20.90	20.90		20.90	20.90
Philadelphia and Reading,	98.40	228.60	1,588.76	1,915.76	1,352.61	200.47	4,232.38	3,199.22
Philadelphia and Trenton,	26.50			*n*				
Philadelphia, Wilmington and Baltimore,	94.99	21.90	532.84	649.73	90.25		1,035.22	172.24
Pickering Valley,	11.30			*o*				
Pine Creek,	74.80			74.80	74.80		103.80	103.80
Pittsburg and Castle Shannon,	6.50			6.50	6.50		9.50	9.50
Pittsburg, Chartiers and Youghiogheny,	8.30	6.90	2.40	17.60	17.60		24.10	24.10
Pittsburg, Cincinnati, Chicago and St. Louis,	942.11	139.98	312.09	1,394.18	69.62		2,030.20	133.12
Pittsburg and Connellsville,	146.70	2.10		148.80	146.50		267.22	264.92
Pittsburg, Fort Wayne and Chicago,	468.32	1.57		*s*				
Pittsburg Junction,	4.47	2.40		6.87	6.87		16.61	16.61
Pittsburg and Lake Erie,	68.00	2.93	92.59	163.52	155.27		364.01	339.96
Pittsburg, McKeesport and Youghiogheny,	84.75	5.24		*i*				
Pittsburg and Northern,	3.00			3.00	3.00		3.70	3.70
Pittsburg, Shenango and Lake Erie,	106.70	40.10	21.70	168.50	163.50		213.36	208.36
Pittsburg, Virginia and Charleston,	53.23	19.29		*n*				
Pittsburg and Western,	197.60	13.00	141.70	352.30	223.70		495.35	330.24
Pittsburg, Youngstown and Ashtabula,	99.00	26.19		*s*				
Plymouth,	8.90			*o*				
Pomeroy and Newark,	26.70			*n*				
Reading and Columbia,	39.50	13.20	21.60	74.30	74.30		93.60	93.60
Reading, Marietta and Hanover,	6.30			*o*				
Rew City and Eldred,	12.16			*r*				
Reynoldsville and Falls Creek,	14.50			14.50	14.50		26.70	26.70
Ridgway and Clearfield,	27.23			*n*				

River Front,	3.62	.24		*n*				
Rupert and Bloomsburg,	1.60		.80	2.40	2.40		3.10	3.10
Salisbury,	8.60	3.10		11.70	11.70		20.44	20.44
Schuylkill and Lehigh,	44.00			*o*				
Schuylkill River East Side,	3.60	7.90		11.50	11.50		18.60	18.60
Schuylkill Valley Navigation Railroad,	11.00			*o*				
Shade Creek,	1.00			1.00	1.00		1.25	1.25
Shamokin, Sunbury and Lewisburg,	31.10			*o*				
Shamokin Valley and Pottsville,	27.30	2.48		*t*				
Sharon,	16.31			*k*				
Sharpsville,	17.00	1.40		18.40	18.40		21.50	21.50
Sheffield and Spring Creek,	9.50			*l*				
Shenango Valley,	1.95			1.95	1.95		1.95	1.95
Sinnemahoning Valley,	12.23			12.23	12.23		12.23	12.23
Slate Run,	13.00			13.00	13.00		15.00	15.00
Somerset County,	8.70	.20		8.90	8.90		8.90	8.90
Somerset and Cambria,	45.10			45.10	45.10		53.82	53.82
South Easton and Philipsburg,	.33			.33	.33		.33	.33
South Fork,	8.12			*n*		21		
Southwest Pennsylvania,	44.50	64.46		*n*		1.17		
Southern Pennsylvania Railway and Mining Company,	21.40			*u*				
State Line,	3.22	1		4.22	4.22	24	6.27	6.27
State Line and Sullivan,	25			*o*				
Stewart,	32			32	32		32	32
Stewartstown,	7.20			7.20	7.20		8.70	8.70
Stony Creek,	10.30			10.30	10.30		12.94	12.94
Sunbury, Hazleton and Wilkes-Barre,	43.44			*n*				
Sunbury and Lewistown,	43.45			*n*				
Susquehanna and Buffalo,	1.50			1.50	1.50		1.50	1.50
Susquehanna and Clearfield,	22.78	2.11		*n*				
Tamaqua, Hazleton and Northern,	9.90			9.90	9.90	9.90	12.50	12.50
Tiadaghton and Fahnastalk,	5			5	5		6.60	6.60
Tioga,	42.83	3.56	18.33	64.72	58.22		88.77	79.63
Tionesta Valley,	13	9	20.50	42.50	42.50		49	49
Tipton,	4.44			*n*				
Tresckow,	7.56			7.56	7.56		7.56	7.56
Trout Run,	16			16	16		16	16
Turtle Creek Valley,	6.37			*n*		6.37		
Tyrone and Clearfield,	49.63	74.69		*n*		7.81		
Ursina and North Fork,	4			4	4		4	4
Warren and Farnsworth,	10.05	5.21		15.26	15.26		16.54	16.54
Waynesburg and Washington,	28.15			28.15	28.15		30.01	30.01

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania.
West Chester,	5			*n*				
Western Maryland,	90		34.10	124.10	31.57		151.43	35.04
Western New York and Pennsylvania,	400.57	25.20	207.24	633.01	304.83		842.37	389.57
Western Pennsylvania,	70.63	46.53		*n*		1.16		
Wheeling, Pittsburg and Baltimore,	61.80			61.80	50.30		91.32	75.16
Wilcox,	2.65			2.65	2.65		2.66	2.66
Wilcox and Rocky Run,	.80			.80	.80		80	.80
Wilkes-Barre and Harvey's Lake,	13.50			*o*		12		
Wilkes-Barre and Scranton,	4.85			4.85	4.85		12.23	12.23
Wilkes-Barre and Western,	30	1		31	31		31	31
Williamsport and North Branch,	27			27	27		31.80	31.80
Wilmington and Northern,	71.50	16.91	3.89	92.30	68.29		117.57	83.59
Wind Gap and Delaware,	10.84			10.84	10.84		10.84	10.84
Youghiogheny, Northern,	2.60			*m*				
	11,318.76	2,232.08	7,511.59	17,981.25	9,022.87	414.16	31,317.72	16,177.31

a Indicates roads are operated by Pittsburg, Cincinnati, Chicago and St. Louis railroad.
b Indicates roads are operated by Baltimore and Harrisburg railroad.
c Indicates roads are operated by Coudersport and Port Allegheny railroad.
d Indicates roads are operated by Lake Shore and Michigan Southern railroad.
e Indicates roads are operated by Erie and Wyoming Valley railroad.
f Indicates roads are operated by Lehigh and Susquehanna railroad.
g Indicates roads are operated by Addison and Pennsylvania railroad.
h Indicates roads are operated by Philadelphia, Wilmington and Baltimore railroad.
i Indicates roads are operated by Pittsburg and Lake Erie railroad.
k Indicates roads are operated by New York, Pennsylvania and Ohio railroad.
l Indicates roads are operated by Tionesta Valley railroad.
m Indicates roads are operated by Pittsburg, McKeesport and Youghiogheny railroad.
n Indicates roads are operated by Pennsylvania railroad.
o Indicates roads are operated by Philadelphia and Reading railroad.
p Indicates roads are operated by Western New York and Pennsylvania railroad.
q Indicates roads are operated by Western Maryland railroad.
r Indicates roads are operated by New York, Lake Erie and Western railroad.
s Indicates roads are operated by Pennsylvania Company.
t Indicates roads are operated by Northern Central railroad.
u Indicates roads are operated by Cumberland Valley railroad.
v Indicates roads are operated by Bradford, Bordell and Kinzua railroad.
w Indicates roads are operated by Tioga railroad.
x Indicates roads are operated by Bradford, Eldred and Cuba railroad.

TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Addison and Pennsylvania,	6	8	54			62		137	101	$62,229 06
Allegheny and Kinzua,	4		63	1		64		54	18	26,180 66
Allegheny Valley,	75	68	2,837	86		2,991		2,052	2,052	1,031,688 23
Allentown,								3	3	240 00
Altoona, Clearfield and Northern,	3	3	8			11		24	24	11,532 00
Bald Eagle Valley,								3	3	600 00
Baltimore and Harrisburg,	3	9	84	4		97		194	194	66,456 60
Baltimore and Lehigh,	11	26	213			239		224	66	105,276 88
Baltimore and Philadelphia,	4	6	29			35		772		346,991 60
Bangor and Portland,	7	10	23	28		61		110	109	40,469 16
Barclay,								20		11,982 20
Beaver and Elwood,	1	1	4			5		15	15	5,750 00
Bedford and Bridgeport,								3	3	
Beech Creek,	35	10	599	25		634	1,750	735	716	417,864 39
Bellefonte Central,	2	7	11			18		38	38	18,426 00
Berlin,								13	13	
Berlin Branch,								7	7	1,149 85
Bloomsburg and Sullivan,	5	8		18		26				
Bradford, Bordell and Kinzua,	7	10	139	1		150		84	84	42,658 94
Bradford, Bordell and Smethport,	1	2				2				
Bradford, Eldred and Cuba,	4	9	98			107		38	6	17,062 20
Bradford and Western Pennsylvania,	1		33			33		14	8	1,710 00
Brownstone and Middletown,	3		6	10		16		21	21	4,179 00
Buffalo, Rochester and Pittsburg,	107	46	5,617	211		5,874	492	1,954	770	1,242,280 83
Bustleton,								3	3	

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Cambria and Clearfield,								3	3	
Catasauqua and Fogelsville,	6	8	6	2		16		58	58	$27,076 80
Catawissa,								2		6,700 00
Chambersburg and Gettysburg,	1	1	4			5		20	20	8,139 50
Chartiers,								158	158	93,605 70
Chester and Delaware River,								36	36	19,232 96
Chestnut Hill,								2	2	2,000 00
Clarion River,	1	2	10			12		15	15	7,601 20
Cleveland and Pittsburg,	97	72	3,420	55		3,547		2,198	87	62,714 03
Colebrookdale,								3	3	240 00
Connecting,								3		
Corning, Cowanesque and Antrim,	74	33	3,572	83	25	3,713		542	455	297,767 79
Cornwall,	7	7	32	10		49		78	78	37,357 78
Cornwall and Lebanon,	10	17	19	26		62		173	173	82,929 48
Confluence and Oakland,								19	10	
Coudersport and Port Allegheny,	3	5	60			65		33	33	20,080 00
Cresson, Clearfield County and New York Short Route,	4	3	222	1		226		71	71	39,634 00
Cumberland Valley,	34	58	650	37		745		849		448,185 52
Crescent Connecting,	1		3			3				
Danville and Shamokin,								3	3	
Delaware and Hudson Canal Company's Railroad,	95	85	4,716	116		4,917		1,197	1,043	649,585 80
Delaware, Lackawanna and Western,	240	177	21,313	185	613	22,288		4,707	4,695	2,476,884 91
Delaware River and Lancaster,	1	1				1		24	22	5,684 90

Delaware, Susquehanna and Schuylkill,	7			50		50		439	439	35,592	00
Dowingtown and Lancaster,								3	3		
Dunkirk, Allegheny Valley and Pittsburg,	10	19	164	7		190		230	69	126,011	13
East Broad Top,	8	12	279	14		305		162	162	74,407	14
East Pennsylvania,								3	3		
Elmira and Williamsport,								2	2	3,200	00
Erie and Pittsburg,	29	9	1,339	15		1,363		670	670	434,683	45
Erie and Wyoming Valley,	5		73	32		105		399	399	215,875	78
Fall Creek,	1							8	8	3,654	28
Ferney Mountain,									15	1,250	00
Gettysburg and Harrisburg,	3	13	2	9		24		85	85	31,763	00
Hanover and York,								3	3		
Harrisburg, Portsmouth, Mt. Joy and Lancaster,								2	2	1,700	00
Huntingdon and Broad Top Mountain,	21	9	1	48		58	1,714	363	363	170,064	06
Hunter's Run and Slate Belt,								20	20	3,752	45
Ironton,	2			2		2		21	21	10,037	52
Jamestown and Franklin,								2	2	750	00
Johnsonburg,								2	2		
Kensington and Tacony,								3	3		
Kinzua Creek and Kane,	3		18			18		29	29	11,635	69
Kinzua Valley,	1		10			10		27	20	10,146	36
Lackawanna and Montrose,	1	2				2		22	20	5,958	54
Lake Shore and Michigan Southern,	588	377	15,490	532	4,577	20,976		17,442	1,236	9,998,380	04
Lehigh and Lackwanna,								53	53	20,198	14
Lehigh and Susquehanna,	151	19	23,274	205		23,498		3,027	3,027	1,727,308	55
Lehigh Valley,	644	339	52,597	1,594	2,525	57,055		18,945		3,600,492	23
Ligonier Valley,	2	7	10	2		19		47	47	23,960	34
Little Saw Mill Run,	4	1	254			255	5	32	32	19,957	66
Little Schuylkill Navigation,								2	2	3,200	00
Littlestown,								3	3		
Lykens Valley,								3	3	1,200	00
McKeesport Connecting,	1		36			36		4	4	2,465	29
Mahoning Valley,	1	1	202			203		16	16	11,367	43
Martin's Creek,								2			
Mauch Chunk, Summit Hill and Switchback,	4	25		12		37		25	25	15,816	54
Middletown and Hummelstown,								29	29	11,549	42
Mifflin and Centre County,								3			
Mill Creek and Mine Hill,								2	2	450	00
Mine Hill and Schuylkill Haven,								3	3	4,000	00
Monongahela Connecting,	7		18	4		22		92	92	55,320	77
Monongahela River and Streets Run,	2							17	17		
Mont Alto,	2	3		5		8		41	41	15,355	55

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Montour,	2	2	245			247		39	39	$18,629 90
Montrose,	2	4	22	5		31		31	31	13,055 18
Mount Carbon and Port Carbon,								2	2	450 00
Mount Carmel and Natalie,								2	2	3,500 00
Mount Jewett, Kinzua and Wrightsville,	3	1	4			5				
Mount Penn Gravity,	2	9		2		11		32	32	8,135 00
Neversink Mountain,	1	6				6				
Neweastle and Beaver Valley,								105	105	63,975 89
Neweastle and Butler,	2		75			75		6	6	3,527 74
Newport and Sherman's Valley,	2		18			18		36	36	5,404 20
New York, Lake Erie and Western,	623	511	12,120	377	549	13,557	17,217	17,211		10,498,475 91
New York, Chicago and St Louis,	138	49	5,100	81	1,647	6,877		4,069	221	2,604,464 51
New York and North Pennsylvania,								11	11	3,701 50
New York, Pennsylvania and Ohio,								18	1	51,680 02
New York, Susquehanna and Western,	45	50	2,496	22		2,568		929	61	472,764 16
Nittany Valley,	3		8			8		2	2	300 00
Northern Central,	181	135	6,343	422	600	7,500	2,456	5,417		2,781,039 84
North East Pennsylvania,								50	50	20,146 80
North and West Braneh,								3	3	300 00
Ohio and Baltimore Short Line,								12	12	
Ohio Conneeting,								18	18	9,086 25
Ontario, Carbondale and Seranton,								2	2	3,100 00
Pennsylvania,	1,645	1,577	32,622	3,666	3,656	41,521	21,827	54,527		31,628,443 30
Pennsylvania Company,	20	53	7,374	28		7,455	10,711			
Pennsylvania, Poughkeepsie and Boston,	14	20	639	6		665		205	70	129,881 25

Pennsylvania and North Western,	45	11	507	30		548	500	797	797	381,632	95
Penn Gas Coal Company's Railroad,	2	3	2	2		7		26	26	13,851	70
Perkiomen,				19		19		158	158	83,729	69
Perry County,	2	2	5			7		28	28	6,889	99
Philadelphia and Chester Valley,								48	48	20,080	44
Philadelphia and Erie,								2	2	5,400	00
Philadelphia, Germantown and Chestnut Hill,								3	3	1,000	00
Philadelphia, Germantown and Norristown,								3	3	5,475	00
Philadelphia, Newtown and New York,								94	94	45,697	60
Philadelphia and Reading,	1,385	810	60,679	2,359	253	64,101	21,952	28,716	28,716	16,197,796	64
Philadelphia, Wilmington and Baltimore,	208	377	2,103	537		3,017	1,000	6,834		3,838,105	12
Pickering Valley,								3	3	240	00
Pine Creek,	74	33	3,572	83	25	3,713		501	417	290,159	16
Pittsburg and Castle Shannon,	4	8	355			363		151	151	74,742	80
Pittsburg, Chartiers and Youghiogheny,	6	6	320	11		337		152	152	70,476	16
Pittsburg, Cincinnati, Chicago and St. Louis,	421	294	7,554	305		8,153	2,926	11,242	1,272	6,984,584	21
Pittsburg and Connellsville,	54	38	1,811	80		1,929		2,536	2,526	1,388,714	91
Pittsburg, Fort Wayne and Chicago,	327	244	9,755	174		10,173		9,021	2,272	5,595,195	50
Pittsburg Junction,	5							132	132	83,234	80
Pittsburg and Lake Erie,	74	52	4,258	154		4,464		2,952	2,952	1,727,638	86
Pittsburg, McKeesport and Youghiogheny,	23	16	615	8		639					
Pittsburg and Northern,	1	2	3			5		6	6	3,090	00
Pittsburg, Shenango and Lake Erie,	22	25	620	7		652	100	356	356	202,430	13
Pittsburg, Virginia and Charleston,								3	3	2,000	00
Pittsburg and Western,	89	37	4,197	73		4,307		1,688	1,688	837,926	15
Pittsburg, Youngstown and Ashtabula,			1,480			1,480		799	190	500,363	94
Reading and Columbia,	9	7	28	17		52		241	241	130,236	73
Reynoldsville and Falls Creek,	3	1	3			4		23	23	53,493	18
Ridgway and Clearfield,								3			
Rochester, Beaver Falls and Western,								3			
Rupert and Bloomsburg,								36	36	20,002	80
Salisbury,	1		1			1		21	21		
Schuylkill and Lehigh,								4	4		
Schuylkill River East Side,								4	4	1,000	00
Schuylkill River West Side,								3	3		
Schuylkill Valley Navigation Railroad,								2	2	450	00
Shade Creek,	1		6			6		3	3	920	52
Shamokin, Sunbury and Lewisburg,								3	3		
Shamokin Valley and Pottsville,								3	3		
Sharpsville,	4	1		3		4		37	37	17,191	14
Sinnemahoning Valley,	3		4			4		60	60	38,610	00
Slate Run,	2		56			56		40	40	13,259	45

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Slatington,								4		
Somerset County,	1		8			8		11	11	$4,430 26
Somerset and Cambria,	1	1				1		109	109	
South West Pennsylvania,								3	3	600 00
State Line,								12	12	
State Line and Sullivan,								4	4	9,300 00
Stewartstown,	1	2	1			3		19	19	4,418 64
Stony Creek,				1		1		41	41	17,838 92
Sunbury and Lewistown,								2	2	2,000 00
Susquehanna and Buffalo,	2							4		
Susquehanna and Clearfield,								3		
Tiadaghton and Fahnastalk,	1							56	56	5,148 20
Tioga,	9	10	427	16	453	906				
Tionesta Valley,	3	2	157	1		160		53	53	28,496 46
Trenton Cut-off,								3	3	
Trout Run,	2		26			26		20	20	1,580 00
Tyrone and Clearfield,								3	3	
Ursina and North Fork,	1	1				1		7	7	1,851 12
Warren and Farnsworth,	2	2	37			39		12	12	6,020 00
Waynesburg and Washington,	4	5	48	13		66		73	73	28,791 54
West Chester,								3	3	
Western Maryland,	41	77	639	121		837		619		306,407 66
Western New York and Pennsylvania,	150	125	7,941	251		8,317	400	3,079	1,539	1,740,094 68
Western Pennsylvania,								3	3	
Wheeling, Pittsburg and Baltimore,								435		

Wilcox,	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	2	2	. . . .	. . . .
Wilcox and Rocky Run,	2	. . . .	7	. . . .	. . . .	7	. . . .	. . . .	. . . .	. . . .	. . . .
Wilkes-Barre and Harvey's Lake,	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	3	3	. . . .	. . . .
Wilkes-Barre and Western,	. . . .	3	19	. . . .	. . . .	22	. . . .	. . . .	. . . .	. . . .	. . . .
Williamsport and North Branch,	3	9	. . . .	1	. . . .	10	. . . .	70	70	26	913 36
Wilmington and Northern,	25	31	284	14	. . .	329	. . . .	462	. . .	266	828 06
	8,046	6,180	312,206	12,319	14,923	345,628	83,050	213,573	. . . .	$113,798	051 28

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Addison and Pennsylvania,	45,878	84,478	130,356	18	18	12
Allegheny Valley,	729,113	1,165,493	1,894,606	20	30	15
Altoona, Clearfield and Northern,	. . . . .	. . . . .	. . . . .	15	. . . . .	. . . . .
Baltimore and Harrisburg,	145,016	95,180	240,196	. . . . .	. . . . .	. . . . .
Baltimore and Lehigh,	189,094	57,087	246,181	. . . . .	. . . . .	. . . . .
Bangor and Portland,	67,080	44,590	111,670	30	30	20
Barclay Coal Company's Railroad,	. . . . .	. . . . .	. . . . .	14	14	14
Beaver and Elwood,	. . . . .	. . . . .	. . . . .	15	. . . . .	. . . . .
Beech Creek,	178,834	500,194	679,028	27	26	11
Bellefonte Central,	9,312	16,521	25,833	23	. . . . .	16
Berlin,	9,904	4,902	14,806	. . . . .	. . . . .	. . . . .
Berlin Branch,	. . . . .	4,468	. . . . .	. . . . .	. . . . .	. . . . .
Bradford, Bordell and Kinzua,	89,102	29,406	118,508	18	. . .	12
Bradford, Eldred and Cuba,	41,440	20,533	61,973	18	18	12
Bradford and Western Pennsylvania.	. . . . .	. . . . .	2,568	. . .	. . . .	12
Buffalo, Rochester and Pittsburg,	464,464	1,658,007	2,122,471	25	25	15

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Catasauqua and Fogelsville,	1,390	61,380	62,770	. . . .	. . . .	. . . .
Chambersburg and Gettysburg,	1,252	626	1,878	15	15	15
Chartiers,	91,361	59,264	150,625	16	31	10
Chester and Delaware River,	5,731	2,184	7,915	. . . .	. . . .	. . . .
Cleveland and Pittsburg,	723,925	1,144,378	1,868,303	24	27	12
Corning, Cowanesque and Antrim,	120,610	428,854	549,464	18	28	15
Cornwall,	36,265	17,904	54,169	30	30	15
Cornwall and Lebanon,	100,326	57,985	158,311	35	. . . .	17
Confluence and Oakland,	40	12,480	12,520	. . . .	. . . .	. .
Coudersport and Port Allegheny,	. . . .	. . . .	132,000	20	20	20
Cresson, Clearfield County and New York Short Route,	45,345	35,056	80,401	20	. . . .	15
Cumberland Valley,	440,155	215,923	656,078	48	48	20
Delaware and Hudson Canal Company's Railroad,	348,177	1,230,053	1,578,230	22	27	12
Delaware, Laekawanna and Western,	940,557	5,547,584	6,488,141	27	38	16
Delaware River and Lancaster,	. . . .	. . . .	18,300	12	12	12
Delaware, Susquehanna and Schuylkill,	19	46,326	46,345	21	. . . .	15
Dunkirk, Allegheny Valley and Pittsburg,	126,381	101,432	227,813	28	. . . .	14
East Broad Top,	. . . .	. . . .	92,852	15	. . . .	12
Erie and Pittsburg,	177,754	410,191	587,945	28	28	14
Erie and Wyoming Valley,	126,868	180,900	307,768	28	. . . .	15
Gettysburg and Harrisburg,	78,529	45,629	124,158	. . . .	. . . .	. . . .
Huntingdon and Broad Top Mountain,	68,306	318,576	386,882	. . . .	. . . .	. . . .
Hunter's Run and Slate Belt,	. . . .	. . . .	10,984	. . . .	. . . .	. . . .
Ironton,	. . . .	9,390	9,390	. . . .	. . . .	6
Kinzua Creek and Kane,	. . . .	14,774	14,774	. . . .	. . . .	. . . .
Lackawanna and Montrose,	9,867	9,370	19,237	15	. . . .	10
Lake Shore and Michigan Southern,	4,888,410	8,707,146	13,595,556	27	37	11
Lehigh and Laekawanna,	70,813	39,764	110,577	25	. . . .	12
Lehigh and Susquehanna,	709,123	2,529,325	3,238,448	28	45	15

Lehigh Valley,	1,684,982	4,189,930	5,874,912			
Ligonier Valley,	15,541	13,700	29,241	22	25	15
Little Saw Mill Run,	6,573	13,773	20,346	10		6
Mahoning Valley,			10,566	20		20
Mauch Chunk, Summit Hill and Swith-back,	34,884	306	35,190	18	18	12
Middletown and Hummelstown,	16,095	12,621	28,716			
Mont Alto,	28,787	12,308	41,095			
Montrose,	8,875	26,625	35,500			
Mount Penn Gravity,	26,144		26,144	8		
Newcastle and Beaver Valley,	38,330	29,670	68,000	28	28	12
Newcastle and Butler,		1,254,284	1,254,284			
Newport and Sherman's Valley,	13,000		13,000	17		
New York, Lake Erie and Western,	4,869,089	12,490,552	17,359,641	30	35	15
New York, Chicago and St. Louis,	479,069	4,530,907	5,009,976	27		14
New York and North Pennsylvania,	3,130	6,260	9,390	18	18	12
New York, Susquehanna and Western,	542,340	697,367	1,239,707	29		10
Northern Central,	1,545,903	2,968,508	4,514,411	25	32	12
Northeast Pennsylvania,	107,077	17,217	124,294			
Ohio and Baltimore Short Line,		7,650	7,650			
Pennsylvania,	15,179,245	22,860,721	38,039,966	38	38	15
Pennsylvania, Poughkeepsie and Boston,	72,953	192,509	265,462			
Pennsylvania and North Western,	79,634	775,322	854,956	20		15
Penn Gas Coal Company's Railroad,			12,200	18		
Perkiomen,	73,548	216,260	289,808	22		15
Perry County,	4,950	14,850	19,800			
Philadelphia and Chester Valley,	31,587	33,556	65,143			
Philadelphia, Newtown and New York,			156,327	20		12
Philadelphia and Reading,	7,484,539	16,105,669	23,590,208			
Philadelphia, Wilmington and Baltimore,	4,098,286	1,963,100	6,061,386	30	45	25
Pine Creek,	108,196	643,133	751,329	18	28	15
Pittsburg and Castle Shannon,	52,773	13,617	66,390	12		12
Pittsburg, Chartiers and Youghiogheny,	38,679	37,263	75,942	20		10
Pittsburg, Cincinnati, Chicago and St. Louis,	4,196,720	7,538,544	11,735,264	26	32	12
Pittsburg and Connellsville,	807,266	906,950	1,714,216			
Pittsburg, Fort Wayne and Chicago,	3,182,660	4,871,624	8,054,284	33	39	16
Pittsburg and Lake Erie,	595,874	1,041,674	1,637,548	28	33	12
Pittsburg and Northern,	10,950		10,950			
Pittsburg, Shenango and Lake Erie,	256,478	220,914	477,392	30	30	18
Pittsburg and Western,	361,843	565,436	927,279			
Pittsburg, Youngstown and Ashtabula,	236,692	628,825	865,517	28	28	13
Reading and Columbia,	173,020	165,424	338,444			
Rupert and Bloomsburg,	10,332	1,256	11,588			
Salisbury,		11,199	11,199			

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Shade Creek,		2,250	2,250			10
Sharpsville,		22,300	22,300			15
Slate Run,		30,000	30,000			
Somerset and Cambria,	65,911	47,023	112,934			
State Line,		1,665	1,665			
Stony Creek,	26,031	9,765	35,796	25		15
Tamaqua, Hazleton and Northern,		5,940	5,940			
Tioga,	47,491	212,474	259,965	25	25	15
Tiadaghton and Fahnastalk,		1,596	1,596			6
Tionesta Valley,	32,800	15,650	48,450	20	20	12
Trout Run,		24,510	24,510			6
Warren and Farnsworth,	7,220	2,912	10,132	10		8
Waynesburg and Washington,	37,892	24,040	61,932	17		11
Western Maryland,	516,401	506,847	1,023,248			
Western New York and Pennsylvania,	1,230,052	1,706,204	2,936,256	23	30	15
Wheeling, Pittsburg and Baltimore,	234,717	381,756	616,473			
Wilkes-Barre and Western,		40,000	40,000			
Williamsport and North Branch,	46,459	22,184	68,643	20		15
Wilmington and Northern,	254,567	217,403	471,970	35		18
	66,055,516	113,261,396	173,748,751			

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Addison and Pennsylvania,	64,737	906,318	14	$21,721 03	33.553	2.397	1.729	$622 49
Allegheny and Kinzua,				578 68	13.318			
Allegheny Valley,	1,725,985	31,543,159	18	728,911 00	42.232	2.311	1.268	3,040 85
Altoona, Clearfield and Northern,	30,453	395,898		6,597 56	22.000		1.700	507 50
Baltimore and Harrisburg,	214,979	4,254,113	20	67,525 03	31.004	1.006		987 30
Baltimore and Lehigh,	292,566	3,570,772	12	84,463 58	28.869	2.366	2.621	1,304 93
Baltimore and Philadelphia,	1,421,110	20,442,994	14	335,877 04	23.635	1.643	1.494	6,262 55
Bangor and Portland,	163,492	1,147,984	7	29,683 17	18.156	2.586	5.224	830 79
Beaver and Elwood,	10,278	30,834	3	1,027 81	10.000	3.000	1.028	342 60
Beech Creek,	183,992	3,019,235	16	75,925 15	41.265	2.515	4.339	610 25
Bellefonte Central,	10,744			3,782 15	35.220			155 84
Berlin,	10,169	78,205	7	1,844 45	18.137	2.358		282 05
Berlin Branch,	5,020	29,456	6	1,039 94	20.701	3.054		203 00
Bradford, Bordell and Kinzua,	62,187	746,258	12	24,253 20	39.000	3.250	3.000	725 01
Bradford, Eldred and Cuba,	24,353	365,295	15	13,674 88	56.153	3.744	4.640	489 00
Brownstone and Middletown,	1,682	3,364	2	109 35		3.250		
Buffalo, Rochester and Pittsburg,	702,512	15,687,269	21	355,765 31	46.657	2.268	2.207	1,284 73
Catasauqua and Fogelsville,	20,279	134,515	7	3,068 21	15.130	2.281		112 38
Chambersburg and Gettysburg,	5,397	16,191	3	359 84	15.000	5.000	3.000	359 84
Chartiers,	502,861	5,510,723	11	133,770 16	26.602	2.427	1.121	5,697 20
Chester and Delaware River,	7,804	13,969	2	392 52	5.030	2.810		68 86
Clarion River,				2,007 32				
Cleveland and Pittsburg,	1,461,322	29,408,180	20	683,530 17	46.775	2.324	2.090	3,051 75
Corning, Cowanesque and Antrim,	229,078	2,913,358	13	76,311 15	33.312	2.619	1.956	8,161 64
Cornwall,	115,903	695,418	6	19,049 94	12.624	2.104	3.677	1,503 55
Cornwall and Lebanon,	198,583	2,034,557	10	36,649 61	18.456	1.801	2.012	1,599 41
Confluence and Oakland,	14,050	131,004	9	2,978 29				

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC—CONTINUED.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Coudersport and Port Allegheny,	27,620	412,140	13	$17,715 85	65.000	. . .	. . .	$8,527 60
Cresson, Clearfield County and New York Short Route,	83,769	655,049	. . .	22,519 15	26.087	. . .	. . .	818 86
Cumberland Valley,	876,106	16,041,233	18	343,404 64	39.208	2.141	2.149	2,720 81
Delaware and Hudson Canal Company's Railroad,	1,240,333	12,485,638	10	271,411 66	22.000	2.174	1.142	2,896 20
Delaware, Laekawanna and Western,	1,699,179	43,444,806	25	860,959 15	51.000	1.857	1.462	5,625 24
Delaware River and Lancaster,	19,088	129,398	7	3,122 03	16.000	2.004	2.013	247 78
Delaware, Susquehanna and Schuylkill,	124	2,232	18	59 25	47.782	2.655	. . .	. . .
Dunkirk, Allegheny Valley and Pittsburg,	221,749	3,630,608	16	92,150 02	41.556	2.538	2.253	1,135 89
East Broad Top,	93,089	1,123,488	13	21,924 38	23.552	1.960	1.528	491 36
Erie and Pittsburg,	265,144	4,490,081	17	114,337 96	43.123	2.546	2.780	1,129 71
Erie and Wyoming Valley,	108,435	2,087,374	19	34,922 57	32.206	1.673	1.142	606 13
Gettysburg and Harrisburg,	146,038	1,639,443	11	31,231 92	21.386	1.905	. . .	967 94
Huntingdon and Broad Top Mountain,	102,001	1,973,690	19	50,989 40	50.000	2.006	. . .	. . .
Hunter's Run and Slate Belt,	12,003	77,709	6	1,151 49	9.006	1.005	. . .	143 94
Kinzua Valley,	. . .	. . .	. . .	170 75	. . .	. . .	. . .	. . .
Lackawanna and Montrose,	23,793	253,888	11	7,476 75	31.424	2.905	1.093	779 93
Lake Shore and Michigan Southern,	5,868,299	250,199,078	42	5,462,283 94	93.081	2.183	1.931	5,135 54
Lehigh and Laekawanna,	110,314	1,492,312	13	31,340 78	28.410	2.100	2.813	872 03
Lehigh and Susquehanna,	1,090,272	12,236,107	11	255,596 76	23.443	2.083	3.459	1,192 31
Lehigh Valley,	2,701,683	49,363,597	18	1,028,699 58	38.007	2.008	1.860	. . .
Ligonier Valley,	229,474	1,451,249	6	29,120 79	12.690	2.006	1.358	2,823 12
Little Saw Mill Run,	42,411	127,233	3	3,557 55	8.333	2.777	1.696	1,185 85
Mahoning Valley,	6,135	11,347	2	555 81	9.059	4.898	28.986	58 67

Mauch Chunk, Summit Hill and Switch-Back,	38,774	697,932	18	23,308 45	60.000	3.003	2.003	1,294 91
Middletown and Hummelstown,	55,936	263,438	5	6,649 67	11.905	2.524		1,007 52
Mont Alto,	78,597	1,406,100	11	13,499 93	17.176	1.493	1.492	883 94
Montour,	31,104		8	6,273 58	20.000	2.004		570 32
Montrose,	16,223	218,189	13	7,070 48	43.583	3.248	790	336 89
Mount Penn Gravity,	62,522	500,176	8	13,323 87	21.031	2.664	1.890	1,665 48
Mount Pleasant and Broadford,				5,164 16				
Neversink Mountain,	61,877	680,647	11	12,899 84	20.009	1.009	1.006	1,172 71
Newcastle and Beaver Valley,	176,805	748,717	4	21,403 78	12.106	2.859	4.377	1,428 82
Newport and Sherman's Valley,	11,927	137,336	12	3,938 36	33.002	2.009		157 53
New York, Lake Erie and Western,	11,805,389	277,404,736	24	4,202,363 61	35.597	1.515	1.268	4,347 18
New York, Chicago and St. Louis,	555,195	27,038,303	49	425,922 45	76.716	1.575	1.495	880 31
New York and North Pennsylvania,	12,782	51,128	4	1,809 35	14.155	3.539	3.153	442 87
New York, Susquehanna and Western,	1,435,896	20,828,255	14	303,360 31	21.127	1.456	1.654	2,107 68
Northern Central,	4,602,323	57,638,514	13	1,233,373 33	26.799	2.139	2.025	3,925 95
Northeast Pennsylvania,	228,129	1,870,990	8	38,209 51	16.749	2.042		1,530 49
Pennsylvania,	45,288,627	808,451,856	18	16,391,506 84	36.193	2.028	1.607	7,697 46
Pennsylvania, Poughkeepsie and Boston,	39,496	1,175,427	30	23,103 05	58.494	1.965		242 82
Pennsylvania and Northwestern,	135,893	2,150,348	16	74,045 95	54.000	3.004	2.000	1,352 07
Penn Gas Coal Company's Railroad,	21,217	152,913	7	5,351 94	25.002	3.005		535 19
Perkiomen,	185,308	1,821,739	10	45,335 29	24.465	2.488	2.979	1,425 96
Perry County,	31,525			6,449 75				
Philadelphia and Chester Valley,	45,477	352,058	8	7,957 97	17.499	2.260		394 89
Philadelphia, Newtown and New York,	636,101	5,088,808	8	82,822 82	13.021	1.630		3,962 78
Philadelphia and Reading,	22,509,193	277,120,919	12	5,352,086 70	23.777	1.093		
Philadelphia, Wilmington and Baltimore,	10,488,202	197,453,932	19	4,088,153 45	39.000	2.070	1.830	7,067 03
Pine Creek,	132,484	2,318,192	17	59,331 43	44.783	2.559	2.411	7,932 00
Pittsburg and Castle Shannon,	790,974	1,863,709	2	40,278 45	5.009	2.016	1.096	6,927 53
Pittsburg, Chartiers and Youghiogheny,	94,142	503,865	5	13,160 49	12.416	2.319	4.577	768 99
Pittsburg, Cincinnati, Chicago and St. Louis,	6,146,788	150,552,800	24	3,437,084 80	55.917	2.283	1.981	3,007 62
Pittsburg and Connellsville,	2,342,231	34,324,961	15	776,892 22				
Pittsburg, Fort Wayne and Chicago,	4,850,276	145,974,539	30	3,088,416 30	63.675	2.116	1.589	6,572 64
Pittsburg and Lake Erie,	1,806,071	24,908,061	14	531,570 28	29.432	2.166	3.557	3,537 10
Pittsburg and Northern,	3,830	7,277	2	1,957 52	5.111	2.690	5.859	652 51
Pittsburg, Shenango and Lake Erie,	332,024	6,832,260	21	142,957 35	43.056	2.094		934 97
Pittsburg and Western,	915,922	12,236,722	13	339,257 28	37.039	2.951		1,516 57
Pittsburg, Youngstown and Ashtabula,	482,679	7,286,329	15	162,209 65	33.666	2.226	2.148	1,268 35
Reading and Columbia,	477,009	6,057,468	13	131,002 52	27.463	2.162		1,876 99
Rupert and Bloomsburg,	52,778	82,545	2	2,791 02	5.288	3.381		1,802 88
Salisbury,	2,963	22,758	8	498 20				
Schuylkill River East Side,	987,474	1,974,948	2	94,021 37	9.522	4.761		

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—CONTINUED.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Sharpsville,	8,356	54,314	6	$2,966 29	35.005	5.004	6.043	$144 48
Sinnemahoning Valley,	19,863	178,767	9	8,938 44	45.000	5.000	13.474	
Somerset County,				67 35				
Somerset and Cambria,	117,130	1,766,005	15	42,256 35				
Stewartstown,	15,622			2,816 77				
Stony Creek,	88,314	679,191	8	15,536 33	17.592	2.287	3.312	1,640 03
Tioga,	161,312	2,487,901	15	58,737 39	36.412	2.361	2.249	1,026 13
Tionesta Valley,	15,463	201,022	13	10,051 11	65.001	5.000		258 93
Warren and Farnsworth,	1,785	14,280	8	714 25	40.000	5.003		46 80
Waynesburg and Washington,	47,723	817,567	17	25,945 98	54.000	3.174	2.690	921 70
Western Maryland,	1,040,145	18,867,334	18	321,240 30	30.008	1.007		3,366 95
Western New York and Pennsylvania,	1,689,546	33,518,458	20	775,980 51	45.928	2.315	1.882	1,402 87
Wheeling, Pittsburg and Baltimore,	457,543	10,264,981	22	216,185 04				
Wilkes-Barre and Western,	29,575			9,827 27				
Williamsport and North Branch,	57,060	574,900	10	18,544 61	32.500			802 70
Wilmington and Northern,	444,404	4,214,240	9	86,639 21	19.495	2.056	2.070	1,100 68
	140,190,599	2,678,244,624		$54,208,859 87				

TABLE H—KIND OF FREIGHT CARRIED, IN TONS.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forests.	Manufactures.	Merchandise.	Miscellaneous.
Addison and Pennsylvania,	12,771	8,609	3,080	48,581	3,285	727	1,243
Allegheny and Kinzua,	. . . . .	. . . . .	. . . . .	123,290	. . . . .	2,829	. . . . .
Allegheny Valley,	70,063	23,379	2,387,801	426,017	1,323,577	58,359	75,991
Altoona, Clearfield and Northern,	. . . . .	. . . . .	10,516	60	. . . . .	167	. . . . .
Baltimore and Harrisburg,	20,244	4,926	70,221	12,177	17,043	. . . . .	55,034
Baltimore and Lehigh,	20,383	11,761	28,637	10,395	7,331	2,691	1,639
Bangor and Portland,	11,918	934	144,510	12,140	5,238	1,860	. . . . .
Beaver and Elwood,	37	9	2,137	1,796	1,517	136	65
Beech Creek,	7,955	1,994	2,806,399	54,385	13,618	7,706	3,097
Berlin Branch,	2,268	157	2,464	1,111	392	. . . . .	1,459
Bradford, Bordell and Kinzua,	4,799	303	117	62,800	2,207	1,759	663
Bradford, Eldred and Cuba,	506	94	253	6,686	977	526	556
Brownstone and Middletown,	. . . . .	. . . . .	38,364	. .	12	. . . . .	281
Buffalo, Rochester and Pittsburg,	91,642	20,043	2,119,241	250,884	307,041	37,528	28,087
Catasauqua and Fogelsville,	. . . . .	. . . . .	158,080	. . . . .	37,678	31,136	. . . . .
Chambersburg and Gettysburg,	4,004	402	2,039,626	494,415	273,973	8,068	12,253
Chartiers,	11,350	7,589	777,913	20,453	62,504	4,549	8,518
Chester and Delaware River,	21,050	7,800	233,226	5,880	16,000	56,001	16,135
Cleveland and Pittsburg,	87,425	27,654	3,131,680	154,113	1,384,475	62,028	125,324
Corning, Cowanesque and Antrim,	515,908	43,060	2,563,520	274,338	158,506	86,119	54,851
Cornwall,	. . . . .	. . . . .	597,043	. . . . .	158,953	. . . . .	36,061
Cornwall and Lebanon,	871	1,883	603,531	14,577	94,409	26,457	3,918
Coudersport and Port Allegheny,	4,790	7,570	2,345	88,152	. . . . .	33,490	. . . . .
Crescent Connecting,	. . . . .	. . . . .	. . . . .	. . . . .	13,225	. . . . .	. . . . .
Cresson, Clearfield County and New York Short Route,	. . . . .	137	385,532	13,713	312	7,613	. . . . .
Cumberland Valley,	106,229	22,725	328,707	125,301	170,208	79,781	45,659
Delaware and Hudson Canal Company's Railroad,	54,936	14,147	2,281,064	113,134	260,976	12,912	54,330
Delaware, Lackawanna and Western,	338,572	407,057	8,510,760	283,846	522,615	172,683	519,962

TABLE H—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forests.	Manufactures.	Merchandise.	Miscellaneous.
Delaware River and Lancaster,	1,021	4	13,422	935	103	30	626
Delaware, Susquehanna and Schuylkill,	910	19	1,514,081	15,361	5,270	30	1,752
Dunkirk, Allegheny Valley and Pittsburg,	20,676	9,471	41,236	87,366	74,686	11,452	11,113
East Broad Top,	1,238	927	215,672	6,670	34,927	1,122	387
Erie and Pittsburg,	19,960	10,160	1,184,638	76,645	316,903	3,007	63,368
Erie and Wyoming Valley,	9,949	226	2,219,391	8,515	15,097	11,648	16,382
Falls Creek,	.....	.....	135,114	1,860	.....	.....	.....
Gettysburg and Harrisburg,	5,670	.....	95,296	6,556	.....	48,401	.....
Huntingdon and Broad Top Mountain,	2,273	1,590	2,267,828	107,384	57,978	100,702	.....
Hunter's Run and Slate Belt,	252	.....	13,454	462	8,846	13	3,716
Ironton,	462	.....	113,352	1,109	54,361	61	9,446
Kinzua Creek and Kane,	.....	787	56,054	.....	62	1,346	.....
Lackawanna and Montrose,	.....	3,620	4,876	.....	.....	3,922	.....
Lake Shore and Michigan Southern,	2,239,835	851,830	5,720,093	878,248	1,734,975	676,213	431,465
Lehigh and Lackawanna,	4,740	244	57,593	8,721	2,568	1,782	22,412
Lehigh and Susquehanna,	85,533	10,082	6,792,201	132,096	362,890	21,487	109,813
Lehigh Valley,	587,137	82,750	5,278,384	245,540	399,799	.....	752,029
Ligonier Valley,	527	414	111,842	8,360	5,153	2,876	752
Little Saw Mill Run,	.....	.....	262,057	.....	.....	.....	1,830
Mahoning Valley,	145	.....	147,151	1,331	304	1,063	407
Mapleton and Rocky Ridge,	.....	.....	6,000	.....	.....	.....	.....
Middletown and Hummelstown,	.....	.....	15,608	.....	12,145	.....	25,363
Monongahela River and Streets Run,	.....	.....	7,535	.....	.....	.....	.....
Mont Alto,	1,897	173	16,419	6,127	5,528	.....	13,156
Montour,	.....	.....	167,239	.....	.....	.....	20,111
Montrose,	1,051	1,049	3,941	2,724	772	1,805	145
Newcastle and Beaver Valley,	21,165	6,391	1,438,138	70,134	376,877	4,198	51,975
Newcastle and Butler,	.....	.....	69,859	.....	.....	.....	.....

New York, Lake Erie and Western,	2,310,605	713,001	11,934,375	1,345,873	1,410,253	543,277	346,938
New York, Chicago and St. Louis,	1,012,628	607,861	722,896	279,232	706,825	113,541	2,964
New York and North Pennsylvania,	222	3,085	362	30,239	402	235	295
New York, Susquehanna and Western,	36,400	605	1,126,962	23,292	104,235	14,261	136,872
Nittany Valley,			180,745		34,704		
Northern Central,	1,909,288	283,399	7,423,585	1,148,873	2,156,659	184,603	55,697
North East Pennsylvania,	10,149	1,840	15,500	5,125	6,948	17,430	
Pennsylvania,	2,825,951	1,392,528	35,764,736	2,922,741	10,226,129	252,602	404,645
Pennsylvania, Poughkeepsie and Boston,	56,899	20,708	138,798	16,850	14,048		83,520
Pennsylvania and North Western,			1,620,078	71,571		57,328	
Penn Gas Coal Company's Railroad,	500		200	300	200		
Perkiomen,	238,515	10,238	214,601	61,761	232,824	66,859	26,004
Perry County,	877	612	1,672	2,469	416	8,468	
Philadelphia and Chester Valley,	13,320	1,946	16,182	1,452	74,042		52,340
Philadelphia, Newtown and New York,			39,782		13,300	2,400	14,804
Philadelphia and Reading,	2,199,805	441,018	22,613,282	1,370,336	3,335,889	1,088,079	1,126,580
Philadelphia, Wilmington and Baltimore,	680,664	245,895	1,826,169	656,792	1,346,372	78,969	30,474
Pine Creek,	498,658	36,909	3,733,166	281,813	164,181	84,721	48,122
Pittsburg and Castle Shannon,			54,395				1,955
Pittsburg, Chartiers and Youghiogheny,	1,147		683,218	19,984	4,590	3,673	958
Pittsburg, Cincinnati, Chicago and St. Louis,	1,532,942	491,182	3,530,622	824,384	2,784,487	135,157	1,297,612
Pittsburg, Fort Wayne and Chicago,	815,271	344,014	4,155,654	416,539	1,519,595	872,875	207,982
Pittsburg and Lake Erie,	69,086	12,609	6,097,342	120,323	919,269	62,591	219,966
Pittsburg, Shenango and Lake Erie,	13,818	4,547	450,646	31,064	38,928	21,749	7,419
Pittsburg and Western,	115,388	7,844	1,892,233	150,169	363,425	596,792	
Pittsburg, Youngstown and Ashtabula,	43,020	11,527	3,523,744	94,279	693,789	7,851	91,601
Reading and Columbia,	164,754	1,647	226,281	20,221	43,539		11,743
Reynoldsville and Falls Creek,			1,391,185				
Rupert and Bloomsburg,		4,650	3,650	2,247			8,735
Shade Creek,				11,557			
Sharpsville,	6		138,558	1,033	42,535	1,706	
Sinnemahoning and Sheffield,				227,055		26,307	
Slate Run,			475	60,400			
Somerset County,			204	4,384		65	340
Stewartstown,	8,631	689	2,642	3,237	1,172	961	3,100
Stony Creek,	8,581	1,932	22,555	206	848	1,908	2,706
Susquehanna and Buffalo,			19,845				
Tamaque, Hazelton and Northern,			485,150			3,479	
Tiadaghton and Fahnastalk,				14,138		193	
Tioga,	15,340	9,676	741,588	100,804	6,697	7,551	5,383
Tionesta Valley,	894	3,358	490	60,397	176	924	
Trout Run,				17,510			
Ursina and North Fork,	100		1,019	6,718			

TABLE H.—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufacturers.	Merchandise.	Miscellaneous.
Warren and Farnsworth,	. . . . .	. . . .	. . . . .	4,146	. . . . .	136	16
Waynesburg and Washington,	1,976	1,391	5,156	1,691	3,340	2,236	123
Western Maryland,	92,814	16,033	264,496	41,682	643,477	388,502	84,220
Western New York and Pennsylvania,	74,924	6,959	3,184,382	1,051,483	81,402	338,502	84,220
Wilkes-Barre and Western,	2,566	. . . . .	1,071	11,461	2,440	. . .	2,234
Williamsport and North Branch,	2,614	4,165	8,007	42,647	7,141	2,446	2,330
Wilmington and Northern,	24,211	2,463	460,541	31,827	238,806	59,397	6,276
	19,174,726	6,279,301	171,913,484	15,853,793	35,528,399	7,634,053	6,949,548

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Addison and Pennsylvania,	78,300	2,349,000	30	$64,157 95	81.938	2.731	1.857	$1,564 83
Allegheny and Kinzua,	126,119	1,765,666	14	58,845 97	45.866	3.275	. . . .	1,368 05
Allegheny Valley,	4,626,489	211,132,037	46	1,794,646 98	38.790	.850	.533	6,936 84
Altoona, Clearfield and Northern,	3,093	40,209	. . .	1,252 92	40.000	.320	.250	96 38
Baltimore and Harrisburg,	190,977	5,826,883	30	106,444 00	55.007	1.008	. . . .	1,314 12
Baltimore and Lehigh,	82,497	2,415,547	29	90,726 44	109.975	3.756	2.534	1,103 34
Baltimore and Philadelphia,	2,252,593	69,373,710	31	422,969 42	18.777	.610	.641	7,085 22
Bangor and Portland,	177,600	2,308,800	13	112,042 35	63.087	4.853	1.716	2,765 80
Beaver and Elwood,	. . . .	. . . .	3	906 71	. . . .	. . . .	. . . .	. . . .
Beech Creek,	2,895,154	252,820,242	87	1,129,422 85	39.011	.447	.225	8,206 89
Bellefonte Central,	20,942	. . . .	. . .	5,890 70	28.000	. . . .	. . . .	242 71
Berlin,	27,246	107,530	4	5,240 87	82.814	4.873	. . . .	131 02
Berlin Branch,	7,902	52,382	7	3,144 71	39.796	6.003	. . . .	449 24
Bradford, Bordell and Kinzua,	74,470	905,501	12	35,126 01	39.647	3.260	1.817	938 33
Bradford, Eldred and Cuba,	9,623	192,460	20	10,192 73	105.920	5.296	6.486	297 25
Bradford and Western Pennsylvania,	14,297	42,891	3	1,766 96	12.370	4.480	4.000	58 90
Brownstone and Middletown,	38,657	. . . .	. . .	7,102 70	. . . .	. . . .	. . . .	. . . .
Buffalo, Rochester and Pittsburg,	2,844,466	405,646,685	143	2,410,507 31	84.744	.594	.412	7,917 32
Catasauqua and Fogelsville,	326,893	3,615,996	11	95,258 11	29.141	2.634	. . . .	3,489 31
Chambersburg and Gettysburg,	2,833	11,334	4	989 37	34.000	5.666	3.000	98 94
Chartiers,	905,311	5,542,276	6	108,425 03	11.976	1.956	1.521	4,617 76
Chester and Delaware River,	356,092	865,553	2	13,039 17	03.662	1.506	. . . .	2,287 57
Clarion River,	. . . .	. . . .	. . .	8,161 06	. . . .	. . . .	. . . .	. . . .
Cleveland and Pittsburg,	4,971,769	382,830,260	77	2,791,671 61	56.150	.729	.446	12,463 93
Corning, Cowanesque and Antrim,	3,760,604	123,396,459	33	727,209 64	19.375	.589	.383	7,777 63
Cornwall,	794,257	4,765,542	6	103,755 22	13.063	2.177	.846	8,189 05
Cornwall and Lebanon,	745,841	11,644,888	16	182,007 06	24.403	1.563	.767	7,545 90

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	Cts. Mills.	Cts. Mills.	
Confluence and Oakland,	25,333	288,003	11	$10,906 49	. . .	. . . . .	. . . . .	. . . . .
Coudersport and Port Allegheny,	136,347	296.421	12	58,026 89	44.000	. . . . .	.004	$2,637 59
Cresson, Clearfield County and New York Short Route,	307,304	4,873,943	. . .	76,470 47	24.009	. . . .	. . . . .	2,780 75
Cumberland Valley,	886,604	39,346,820	44	505,746 11	57.043	1.285	1.058	3,489 59
Delaware and Hudson Canal Company's Railroad,	2,791,499	86,437,128	31	834,883 61	29.908	.966	1.212	8,153 16
Delaware, Lackawanna and Western,	10,870,475	633,199,021	58	5,816,485 01	53.571	.923	.605	27,521 93
Delaware River and Lancaster,	16,141	177,067	11	5,246 54	32.500	2.960	5.180	416 39
Delaware, Susquehanna and Schuylkill,	1,537,423	8,001,958	5	422,533 79	27.483	5.280	1.992	8,886 09
Dunkirk, Alleheny Valley and Pittsburg,	256,500	12,604,979	49	175,782 07	68.531	1.394	.899	1,942 41
East Broad Top,	254,943	4,946,173	19	84,356 78	33.089	1.706	1.452	1,890 56
Erie and Pittsburg,	1,694,781	101,101,293	60	551,009 53	32.512	.545	.395	5,44◆ 22
Erie and Wyoming Valley,	2,281,211	79,842,385	35	656,809 08	28.792	.820	.510	10,551 11
Falls Creek,	136,974	205,461	1½	9,223 25	06.730	4.480	2.450	3,074 42
Gettysburg and Harrisburg,	155,923	2,728,028	17	54,450 04	34.921	1.996	. . . . .	1,573 70
Huntingdon and Broad Top Mountain,	2,635,755	96,645,273	37	602,650 02	23.000	.062	. . . . .	. . . . .
Hunter's Run and Slate Belt,	25,743	139,517	5	4,442 93	17.003	3.200	. . . . .	555 37
Ironton,	178,800	715,200	4	37,303 62	20.863	5.215	3.713	4,144 85
Kinzua Creek and Kane,	58,249	. . . . .	. . . .	25,601 76	43.952	. . . . .	. . . . .	. . . . .
Kinzua Valley,	. . . . .	. . . . .	. . . .	9,092 03	. . . . .	. . . . .	. . . . .	. . . . .
Lackawanna and Montrose,	12,418	135,939	11	2,348 29	18.909	1.727	2.775	214 07
Lake Shore and Michigan Southern,	13,332,519	2,429,610,032	182	14,617,655 45	109.600	.602	.416	10,299 59
Lehigh and Lackawanna,	232,988	3,515,649	15	58,489 91	25.104	1.663	1.091	1,627 43
Lehigh and Susquehanna,	10,301,574	561,111,943	54	5,151,901 02	50.010	.918	.363	22,913 63
Lehigh Valley,	7,104,626	863,636,179	12	6,818,275 34	95.970	.789	.528	.
Ligonier Valley,	131,124	680,724	5	25,326 36	19.664	3.787	1.766	2,422 03

Little Saw Mill Run,	263,887	791,661	3	51,547 99	19.534	6.511	4.171	17,182 66
Mahoning Valley,	150,401	1,929,644	8	13,293 15	8.838	.688	.511	1,022 55
Mauch Chunk, Summit Hill and Switch Back,	171	1,539	9	85 83	50.000	5.500	4.500	4 76
Middletown and Hummelstown,	53,116	174,352	3	8,805 79	16.578	5.050	. . . .	1,334 21
Monongahela and Streets Run,	7,535	. . . . .	1	714 00	9.480	8.610	8.610	649 09
Mont Alto,	43,300	774,637	14	12,092 53	27.927	1.995	1.412	675 93
Montour,	187,350	. . . . .	. . .	34,480 36	. . . . .	. . . . .	. . . . .	. . . . .
Montrose,	11,486	19,523,556	17	11,129 25	93.664	5.700	2.650	393 90
Neversink Mountain,	3,890	19,450	5	1,556 00	40.000	8.000	. . . . .	. . . . .
Newcastle and Beaver Valley,	1,972,261	7,137,710	4	135,784 82	6.885	1.902	1.324	9,064 41
Newcastle and Butler,	69,859	. . . . .	. . .	6,985 92	10.000	4.000	2.400	2,794 39
Newport and Sherman's Valley,	8,161	164,580	20	8,200 42	$1 00.008	4.009	. . . .	328 01
New York, Lake Erie and Western,	18,614,822	3,062,443,147	165	19,272,601 88	1 03.534	.629	.406	17,430 91
New York, Chicago and St. Louis,	3,445,947	1,085,493,592	315	5,823,881 74	1 69.007	.537	.434	11,018 18
New York and North Pennsylvania,	34,840	139,360	4	7,413 81	21.280	5.320	4.628	1,482 76
New York, Susquehanna and Western,	1,446,167	113,149,546	78	1,265,638 99	87.517	1.119	.467	8,047 04
Nittany Valley,	215,449	. . . . .	. . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Northern Central,	13,162,304	888,119,971	67	5,368,470 28	40.787	.604	.454	14,399 24
Northeast Pennsylvania,	56,992	705,060	12	30,180 79	52.956	4.281	. . . .	1,178 94
Ohio and Baltimore Short Line,	196,026	1,251,748	6	12,217 41	. . . . .	. . . . .	. . . . .	. . . . .
Pennsylvania,	69,195,328	7,362,618,999	106	47,619,280 40	68.819	.647	.454	18,667 05
Pennsylvania, Poughkeepsie and Boston,	330,823	24,341,998	74	170,880 83	51.653	.702	. . . .	1,782 98
Pennsylvania and North Western,	1,748,977	82,776,367	47	811,224 56	46.400	.009	.007	11,249 82
Penn Gas Coal Company's Railroad,	1,200	12,000	10	1,902 53	1 60.000	16.000	. . . .	190 25
Perkiomen,	850,802	30,228,194	36	258,790 92	30.417	2.815	.440	6,721 84
Perry County,	8,192	. . . . .	. . .	3,812 74	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia and Chester Valley,	159,282	1,698,163	11	41,265 45	25.907	2.430	. . . .	1,919 32
Philadelphia, Newtown and New York,	70,284	773,124	11	27,297 27	38.838	3.531	. . . .	1,306 09
Philadelphia and Reading,	32,174,989	3,055,824,984	95	26,792,121 20	83.270	.877	. . . .	. . . . .
Philadelphia, Wilmington and Baltimore,	4,865,326	274,728,163	56	3,894,209 96	80.400	1.417	1.070	5,839 67
Pine Creek,	4,941,410	237,819,740	48	958,319 74	19.393	.403	.249	12,811 76
Pittsburg and Castle Shannon,	56,350	175,050	3	79,534 03	141.140	47.046	42.200	12,236 00
Pittsburg, Chartiers and Youghiogheny,	713,570	8,425,297	12	129,813 59	18.192	1.541	1.077	8,540 37
Pittsburg, Cincinnati, Chicago and St. Louis,	10,590,386	1,605,319,072	152	10,950,876 38	103.404	.682	.513	9,582 58
Pittsburg and Connellsville,	5,662,156	264,450,608	47	2,165,721 79	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburg, Fort Wayne and Chicago,	8,331,950	1,263,721,552	152	8,575,250 85	102.920	.679	.464	18,249 48
Pittsburg Junction,	. . . . .	. . . . .	. . .	287,114 18	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburg and Lake Erie,	7,561,912	479,308,438	63	3,691,736 39	48.820	.770	.438	22,690 45
Pittsburg, Shenango and Lake Erie,	569,361	26,832,983	47	216,189 59	37.971	.806	. . . .	1,413 93
Pittsburg and Western,	3,026,357	149,990,652	50	1,096,431 67	36.229	.731	. . . .	4,901 48
Pittsburg, Youngstown and Ashtabula,	4,471,659	214,287,558	48	1,350,387 54	30.199	.630	.319	10,558 98

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	Cts. Mills.	Cts. Mills.	
Reading and Columbia,	467,185	11,965,016	26	$200,301 39	42.874	1.674	. . . .	$2,718 16
Reynoldsville and Falls Creek,	1,391,185	. . . . .	. . .	115,226 09	8.280	. . . .	. . . .	7,946 62
Rupert and Bloomsburg,	19,282	38,153	2	4,164 73	21.599	10.916	. . . .	2,602 96
Salisbury,	432,972	2,835,566	7	56,931 49	. . . .	. . . .	. . . .	. . . .
Schuylkill River, East Side,	2,092,094	10,460,470	5	165,841 73	07.927	1.585	. . . .	. . . .
Shade Creek,	11,556	. . . . .	1	1,155 60	10.000	10.000	11.000	. . . .
Sharpsville,	183,838	2,573,732	14	22,175 38	12.062	.873	1.020	1,080 14
Sinnemahoning Valley,	253,362	3,098,617	12	146,502 14	57.823	. . . .	. . . .	. . . .
Slate Run,	60,875	913,125	15	27,521 78	45.213	3.014	2.677	1,834 78
Somerset County,	4,993	. . . . .	. . .	5,373 17	108.000	. . . .	. . . .	. . . .
Somerset and Cambria,	339,845	11,606,084	34	111,932 66	. . . .	. . . .	. . . .	. . . .
State Line,	268,033	669,714	3	15,066 18	. . . .	. . . .	. . . .	. . . .
Stewartstown,	21,532	. . . . .	7	12,303 22	. . . .	. . . .	. . . .	. . . .
Stony Creek,	38,736	185,329	5	9,859 89	25.454	5.320	4.526	957 27
Susquehanna and Buffalo,	166,677	. . . . .	. . .	3,909 17	. . . .	. . . .	. . . .	. . . .
Tamaqua, Hazleton and Northern,	488,629	4,323,120	9	18,378 35	03.761	.425	. . . .	1,856 36
Tidaghton and Fahnastalk,	14,331	64,489	4	2,976 21	20.767	4.615	6.011	595 24
Tioga,	886,439	31,935,161	36	279,594 36	31.541	.876	.372	4,324 04
Tionesta Valley,	66,239	770,200	. . .	55,205 59	83.343	1.938	. .	1,283 85
Trout Run,	17,510	175,100	10	5,252 90	30.000	3.000	2.070	328 31
Warren and Farnsworth,	4,298	51,576	12	3,782 20	88.000	7.300	5.500	247 85
Waynesburg and Washington,	15,913	347,179	22	23,336 54	146.651	6.722	5.200	829 61
Western Maryland,	712,444	29,557,498	42	410,442 98	57.600	1.400	. . . .	3,307 36
Western New York and Pennsylvania,	4,433,947	443,332,206	100	2,669,900 66	60.200	.602	. .398	4,197 16
Wheeling, Pittsburg and Baltimore,	1,220,597	54,918,447	45	413,136 03	. . . .	. . . .	. . . .	. . . .
Wilkes-Barre and Western,	19,772	. . . . .	. . .	12,857 32	. . . .	. . . .	. . . .	. . . .

Williamsport and North Branch,	71,350			57,011 05	79.903			2,111 52
Wilmington and Northern,	803,521	26,199,289	33	344,233 60	42.841	1.314	1.054	3,741 23
	290,480,712	27,319,013,553		$193,337,535 22				

TABLE J—EARNINGS AND INCOME DURING THE YEAR.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operations.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Addison and Pennsylvania,	$25,522 00	$64,157 95	$2,550 00	$92,229 95	$12,620 84	$104,850 79
Allegheny and Kinzua,	572 68	58,845 97	241 67	59,660 32		59,660 32
Allegheny Valley,	791,533 14	1,805,659 16	15,000 54	2,612,192 84	13,967 64	2,626,160 48
Allentown,					3,972 07	3,972 07
Altoona, Clearfield and Northern,	6,597 50	1,252 92		7,850 42		7,850 42
Bald Eagle Valley,					248,618 68	248,618 68
Baltimore and Cumberland Valley,					4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,					32,700 00	32,700 00
Baltimore and Harrisburg,	79,971 84	106,440 00		186,411 84		186,411 84
Baltimore and Harrisburg Western Extension,					12,000 00	12,000 00
Baltimore and Lehigh,	110,131 69	93,130 84	1,608 04	204,870 57		204,870 57
Baltimore and Philadelphia,	373,874 53	422,987 90		796,862 43		796,862 43
Bangor and Portland,	33,655 13	112,042 35		145,697 48		145,697 48
Barclay Coal Company's Railroad,	7,038 98	25,187 21		32,226 19	5,317 44	37,543 63

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Beaver and Elwood,	$1,218 88	$906 71	. . . . .	$2,125 59	. . . . .	$2,125 59
Bedford and Bridgeport,	. . . . .	. . . . .	. . . . .	. . . . .	$108,190 46	108,190 46
Beech Creek,	83,982 63	1,129,431 85	$17,419 49	1,230,833 97	. . . . .	1,230,833 97
Bellefonte Central,	3,880 55	5,890 70	87 37	9,858 62	. . . . .	9,858 62
Berlin,	2,256 36	5,240 87	. . . . .	7,497 23	. . . . .	7,497 23
Berlin Braneh,	1,421 04	3,144 71	243 77	4,809 52	. . . . .	4,809 52
Bloomsburg and Sullivan,	22,893 07	42,377 84	. . . . .	65,270 91	. . . . .	65,270 91
Bedford, Bordell and Kinzua,	28,507 53	35,126 01	. . . . .	63,633 54	7 65	63,641 19
Bradford, Eldred and Cuba,	16,767 88	10,192 73	. . . . .	26,960 61	2 21	26,962 82
Bradford and Western Pennsylvania,	. . . . .	1,766 96	671 50	2,438 46	. . . . .	2,438 46
Brownstone and Middletown,	109 35	7,102 70	1,649 00	8,861 05	. . . . .	8,861 05
Buffalo, Rochester and Pittsburg,	391,149 31	2,410,507 31	3,083 41	2,804,740 03	56,168 27	2,860,908 30
Bustleton,	. . . . .	. . . . .	. . . . .	. . . . .	8,106 55	8,106 55
Cambria and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	36,108 02	36,108 02
Catasauqua and Fogelsville,	3,068 21	95,258 11	509 27	98,835 59	1,582 19	100,417 78
Catawissa,	. . . . .	. . . . .	. . . . .	. . . . .	234,000 00	234,000 00
Chambersburg and Gettysburg,	456 46	989 37	30 49	1,476 32	. . . . .	1,476 32
Chartiers,	151,214 23	108,425 03	1,574 44	261,213 70	2,973 60	264,187 30
Chester and Delaware River,	392 52	13,039 17	. . . . .	13,431 69	. . . . .	13,431 69
Chestnut Hill,	. . . . .	. . . . .	. . . . .	. . . . .	16,478 00	16,478 00
Clarion River,	2,007 32	8,161 06	. . . . .	10,168 38	. . . . .	10,168 38
Cleveland and Pittsburg,	801,948 43	2,791,671 61	43,217 36	3,636,837 40	3,592 30	3,640,429 70
Colebrookdale,	. . . . .	. . . . .	. . . . .	. . . . .	12,789 42	12,789 42
Columbia and Port Deposit,	. . . . .	. . . . .	. . . . .	. . . . .	203,365 81	203,365 81
Connecting,	. . . . .	. . . . .	. . . . .	. . . . .	153,444 06	153,444 06
Corning, Cowanesque and Antrim,	87,555 30	727,209 64	1,128 62	815,893 56	. . . . .	815,893 56
Cornwall,	20,631 15	103,755 22	. . . . .	124,386 37	. . . . .	124,386 37

Cornwall and Lebanon,	38,577 88	182,007 06	3,107 69	223,692 63	6,972 13	230,664 76
Confluence and Oakland,	3,816 33	10,906 49		14,722 82		14,722 82
Coudersport and Port Allegheny,	19,333 85	58,026 29		77,360 14		77,360 14
Crescent Connecting,		1,322 57		1,322 57		1,322 57
Cresson, Clearfield County and New York Short Route,	22,519 15	76,470 47	11,614 41	110,604 03		110,604 03
Cumberland Valley,	394,328 32	505,746 11	23,959 92	924,034 35		924,034 35
Delaware and Hudson Canal Company's Railroad,	296,570 57	834,883 61	386 16	1,131,840 34	300,838 39	1,432,678 73
Delaware, Lackawanna and Western,	1,188,838 62	5,816,485 01	709,485 98	7,714,809 61	6,642,405 49	14,357,215 10
Delaware River and Lancaster,	3,423 74	5,246 54		8,670 28		8,670 28
Delaware, Susquehanna and Schuylkill,	59 25	422,533 79		422,593 04	46 19	422,639 23
Dillsburg and Mechanicsburg,				22,972 25	75 00	23,047 25
Downingtown and Lancaster,					22,835 91	22,835 91
Dunkirk, Allegheny Valley and Pittsburg,	102,911 49	175,981 93	142 00	279,035 42		279,035 42
East Broad Top,	23,737 62	88,847 73	774 58	113,359 93	1,110 05	114,469 98
East Mahanoy,					32,045 50	32,045 50
East Pennsylvania,					123,627 00	123,627 00
Elmira and Williamsport,					151,766 58	151,766 58
Erie and Pittsburg,	137,041 29	551,009 53	20,323 81	708,374 63	13,422 73	721,797 36
Erie and Wyoming Valley,	37,731 34	656,809 08	2,139 21	696,679 63	50,000 00	746,679 63
Falls Creek,		9,223 25		9,223 25		9,223 25
Fayette County,					9,000 00	9,000 00
Gettysburg and Harrisburg,	33,490 64	54,450 04	936 44	88,877 12		88,877 12
Hanover and York,					27,294 50	27,294 50
Harrisburg, Portsmouth, Mt. Joy and Lancaster,					126,241 58	126,241 58
Huntingdon and Broad Top Mountain,	60,047 06	602,650 02	1,856 02	664,553 10		664,553 10
Hunter's Run and Slate Belt Railroad,	1,762 03	4,442 93	19 05	6,224 01		6,224 01
Ironton,		37,303 62		37,303 62	6,124 63	43,428 25
Jamestown and Franklin,					59,360 50	59,360 50
Johnsonburg,					24,186 07	24,186 07
Jones' Lake,					1,200 00	1,200 00
Junction,				209,414 62	1,385 42	210,800 04
Kensington and Tacony,					30 00	30 00
Kinzua Creek and Kane,		25,601 76		25,601 76		25,601 76
Kinzua Valley,	170 75	9,092 03		9,262 78	37,794 00	47,056 78
Lackawanna and Montrose,	8,173 79	2,348 29	25 00	10,547 08		10,547 08
Lake Shore and Michigan Southern,	7,421,844 48	14,884,871 53	162,455 02	22,469,171 03	686,823 74	23,155,994 77
Lehigh and Lackawanna,	33,615 86	58,489 91		92,105 77		92,105 77
Lehigh and Susquehanna,	268,080 90	5,151,901 02	3,617 98	5,423,599 90		5,423,599 90
Lehigh Valley,	1,111,895 41	6,818,275 34	335,495 22	8,265,665 97	3,991,140 48	12,256,806 45
Lewisburg and Tyrone,					13,891 27	13,891 27

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Ligonier Valley,	$29,642 86	$25,326 36		$54,969 22		$54,969 22
Little Saw Mill Run,	3,557 55	51,547 99	$3,235 17	58,340 71	$200 00	58,540 71
Little Schuylkill Navigation,					226,253 18	226,253 18
Littlestown,					888 44	888 44
Lykens Valley,					62,686 76	62,686 76
McKeesport and Bessemer,					24,129 00	24,129 00
McKeesport Connecting,		26,907 75		26,907 75		26,907 75
Mahoning Valley,	762 74	13,293 15	8,581 88	22,637 77		22,637 77
Mapleton and Rocky Run,		60 00		60 00		60 00
Mauch Chunk, Summit Hill and Switch Back,	23,264 70	85 83	367 85	23,718 38		23,718 38
Middletown and Hummelstown,	6,649 67	8,805 79	72 41	15,527 87		15,527 87
Mifflin and Centre County,					34,630 11	34,630 11
Mill Creek and Mine Hill,					33,000 00	33,000 00
Mine Hill and Schuylkill Haven,					338,816 00	338,816 00
Monongahela Connecting,		151,917 77		151,917 77	250 00	152,167 77
Monongahela River and Streets Run,		714 00		714 00		714 00
Mont Alto,	15,813 87	12,092 53		27,906 40		27,906 40
Montour,	7,273 58	34,480 36		41,753 94		41,753 94
Montrose,	9,433 07	11,129 25		20,562 32	88 74	20,651 06
Mount Carbon and Port Carbon,					36,250 00	36,250 00
Mount Carmel and Natalie,					9,442 21	9,442 21
Mount Jewett, Kinzua and Wrightsville,	1,102 99	24,747 43		25,850 42		25,850 42
Mount Penn Gravity,	13,323 87	6 90	146 27	13,477 04	2,700 00	16,177 04
Mount Pleasant and Broadford,	5,195 76	13,219 56		18,415 32		18,415 32
Nescopec,					1,188 42	1,188 42
Nesquehoning Valley,					76,441 15	76,441 15

Neversink Mountain,	12,899 84	1,556 00	437 00	14,892 84		14,892 84
Newcastle and Beaver Valley,	22,333 07	135,784 82	575 83	158,693 72		158,693 72
Newcastle and Butler,		6,985 92		6,985 92		6,985 92
Newcastle and Shenango Valley,					16,175 16	16,175 16
Newport and Sherman's Valley,	4,085 96	8,200 42	70 96	12,357 34		12,357 34
New York, Lake Erie and Western,	6,530,134 27	24,895,983 96	266,794 18	31,692,912 41	510,858 89	32,203,771 30
New York, Laekawanna and Western,				181,823 99		181,823 99
New York, Chicago and St. Louis,	465,306 28	5,823,881 74	8,174 33	6,297,362 35	12,255 59	6,309,617 94
New York and North Pennsylvania,	2,214 35	7,413 81		9,628 16	1,459 76	11,087 92
New York, Pennsylvania and Ohio,					2,322,934 20	2,322,934 20
New York, Susquehanna and Western,	331,496 36	1,265,638 99	43,479 37	1,640,614 72	23,587 87	1,664,202 59
Nittany Valley,					8,751 56	8,751 56
Northern Central,	1,463,710 50	5,368,470 28	141,264 47	6,973,445 25	400,048 09	7,373,493 34
North East Pennsylvania,	39,180 77	30,180 79	1,554 91	70,916 47		70,916 47
North Pennsylvania,					881,700 00	881,700 00
North and West Branch,					342,348 68	342,348 68
Ohio and Baltimore Short Line,		12,217 41		12,217 41		12,217 41
Ohio Connecting,			103,067 50	103,067 50		103,067 50
Ontario, Carbondale and Scranton,					97,830 65	97,830 65
Pennsylvania,	19,636,675 77	47,619,280 40	1,005,544 69	68,260,900 86	5,952,119 55	74,213,020 41
Pennsylvania Company,					2,738,210 45	2,738,210 45
Pennsylvania, Poughkeepsie and Boston,	23,272 68	170,880 83	3,831 09	197,984 60		197,984 60
Pennsylvania Schuylkill Valley,					590,853 57	590,853 57
Pennsylvania and North Western,	82,205 60	811,224 56	2,875 96	896,306 12		896,306 12
Penn Gas Coal Company's Railroad,	5,716 98	1,902 53		7,619 51		7,619 51
People's,	20,897 36	1,884 97		22,782 33		22,782 33
Perkiomen,	54,899 48	258,790 92		313,690 40	598 58	314,288 98
Perry County,	7,499 99	3,812 74		11,312 73		11,312 73
Philadelphia and Baltimore Central,					234,416 87	234,416 87
Philadelphia and Chester Valley,	8,490 13	41,265 45	582 02	50,337 60		50,337 60
Philadelphia and Erie,					1,676,902 97	1,676,902 97
Philadelphia, Germantown and Chestnut Hill,					86,298 07	86,298 07
Philadelphia, Germantown and Norristown,					278,722 59	278,722 59
Philadelphia, Newtown and New York,	82,822 22	27,297 27	293 76	110,413 25		110,413 25
Philadelphia and Reading,	5,866,711 24	26,792,121 20	283,384 53	32,942,216 97	575,163 69	33,517,380 66
Philadelphia and Trenton,					54,175 50	54,175 50
Philadelphia, Wilmington and Baltimore,	4,591,661 68	3,894,209 96	251,318 82	8,737,190 46	292,745 41	9,029,935 87
Pickering Valley,					4,856 89	4,856 89
Pine Creek,	67,853 41	958,319 74		1,026,173 15		1,026,173 15
Pittsburg and Castle Shannon,	45,028 95	79,534 03		124,562 98	2,830 63	127,393 61
Pittsburg, Chartiers and Youghiogheny,	13,160 49	130,164 59	2,309 88	145,634 96		145,634 96
Pittsburg, Cincinnati, Chicago and St. Louis,	4,506,993 42	10,950,876 38	143,256 42	15,601,126 22	674,112 32	16,275,238 54

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, &c.	Total earnings and income.
Pittsburg and Connellsville,	$776,892 22	$2,165,786 44		$2,942,678 66	$36,710 20	$2,979,388 86
Pittsburg, Fort Wayne and Chicago,	3,662,119 06	8,575,250 85	$90,908 01	12,328,277 92	143,993 37	12,472,271 29
Pittsburg Junction,		287,114 18		287,114 18		287,114 18
Pittsburg and Lake Erie,	578,387 04	3,710,342 67	24,787 91	4,313,517 62		4,313,517 62
Pittsburg, McKeesport and Youghiogheny,					505,714 44	505,714 44
Pittsburg and Northern,	1,957 52			1,957 52		1,957 52
Pittsburg, Shenango and Lake Erie,	160,009 78	217,935 45		377,945 23		377,945 23
Pittsburg, Virginia and Charleston,					415,313 97	415,313 97
Pittsburg and Western,	378,634 47	1,096,431 67	13,814 39	1,488,880 53		1,488,880 53
Pittsburg, Youngstown and Ashtabula,	181,420 55	1,350,387 54	29,178 04	1,560,986 13		1,560,986 13
Pomeroy and Newark,					31,018 79	31,018 79
Reading and Columbia,	139,460 09	201,959 59		341,419 68		341,419 68
Reynoldsville and Falls Creek,		115,226 09		115,226 09		115,226 09
Ridgway and Clearfield,					114,716 42	114,716 42
River Front,					23,090 00	23,090 00
Rupert and Bloomsburg,	2,884 62	4,164 73	270 69	7,320 04		7,320 04
Salisbury,	562 72	56,931 49		57,494 21		57,494 21
Schuylkill and Lehigh,					51,000 00	51,000 00
Schuylkill River East Side,	99,653 42	165,841 73		265,495 15		265,495 15
Schuylkill Valley Navigation Railroad,					29,450 00	29,450 00
Shade Creek,		1,155 69		1,155 69		1,155 69
Shamokin, Sunbury and Lewisburg,					110,000 00	110,000 00
Shamokin Valley and Pottsville,					208,272 07	208,272 07
Sharon,					36,426 00	36,426 00
Sharpsville,	3,513 73	22,175 38	6,464 25	32,153 36	260 00	32,413 36
Sheffield and Spring Creek,					300 00	300 00
Sinnemahoning Valley,	17,399 43	146,502 14		163,901 57		163,901 57

Slate Run,	. . . . .	27,521 78	. . . . .	27,521 78	. . . . .	27,521 78
Somerset County,	67 35	5,373 17	. . . . .	5,440 52	. . . . .	5,440 52
Somerset and Cambria,	47,445 05	111,932 66	. . . . .	159,377 71	. . . . .	159,377 71
Southwest Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	496,696 72	496,696 72
State Line,	. . . . .	15,066 18	. . . . .	15,066 18	. . . . .	15,066 18
State Line and Sullivan,	. . . . .	. . . . .	. . . . .	. . . . .	40,000 00	40,000 00
Stewartstown,	3,327 12	12,303 22	. . . . .	15,630 34	. . . . .	15,630 34
Stony Creek,	16,892 31	9,859 89	. . . . .	26,752 20	1,545 19	28,297 39
Sunbury, Hazleton and Wilkes-Barre,	. . . . .	. . . . .	. . . . .	. . . . .	226,814 05	226,814 05
Sunbury and Lewistown,	. . . . .	. . . . .	. . . . .	. . . . .	191,128 21	191,128 21
Susquehanna and Buffalo,	. . . . .	3,910 17	. . . . .	3,910 17	. . . . .	3,910 17
Susquehanna and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	5,236 89	5,236 89
Tamaqua and Hazleton,	. . . . .	18,378 35	. . . . .	18,378 35	. . . . .	18,378 35
Tiadghton and Fahnastalk,	. . . . .	2,976 21	. . . . .	2,976 21	. . . . .	2,976 21
Tioga,	66,410 92	279,852 16	3,777 89	350,040 97	. . . . .	350,040 97
Tionesta Valley,	1,133 83	55,205 59	. . . . .	56,339 42	. . . . .	56,339 42
Tipton,	. . . . .	. . . . .	. . . . .	. . . . .	4,902 89	4,902 89
Trout Run,	. . . . .	5,252 90	. . . . .	5,252 90	. . . . .	5,252 90
Turtle Creek Valley,	. . . . .	. . . . .	. . . . .	. . . . .	8,207 09	8,207 09
Tyrone and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	112,500 00	112,500 00
Ursina and North Fork,	68 01	1,742 62	. . . . .	1,810 63	. . . . .	1,810 63
Warren and Farnsworth,	1,091 16	3,782 20	98 26	4,971 62	. . . . .	4,971 62
Waynesburg and Washington,	33,595 08	23,336 54	9 68	56,941 30	. . . . .	56,941 30
West Chester,	. . . . .	. . . . .	. . . . .	. . . . .	13,104 23	13,104 23
Western Maryland,	417,838 30	410,442 98	. . . . .	828,281 28	. . . . .	828,281 28
Western New York and Pennsylvania,	896,870 25	2,683,285 45	. . . . .	3,580,155 70	295,275 92	3,875,431 62
Western Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	538,112 04	538,112 04
Wheeling, Pittsburg and Baltimore,	231,554 25	413,148 76	. . . . .	644,703 01	. . . . .	644,703 01
Wilcox and Rocky Run,	. . . . .	. . . . .	. . . . .	. . . . .	1,919 35	1,919 35
Wilkes-Barre and Scranton,	. . . . .	. . . . .	. . . . .	. . . . .	48,550 00	48,550 00
Wilkes-Barre and Western,	9,827 27	12,857 32	. . . . .	22,684 59	. . . . .	22,684 59
Williamsport and North Branch,	21.672 91	57,011 05	776 43	79,460 39	. . . . .	79,460 39
Wilmington and Northern,	101,593 00	345,315 28	3,603 36	450,511 64	385 56	450,897 20
	$66,109,281 00	$199,522,802 35	$3,810,261 67	$269,856,555 80	$35,823,795 32	$305,680,351 20

TABLE K—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Addison and Pennsylvania,	$21,513 82	$6,342 81	$25,374 02	$6,070 61	$59,301 26
Allegheny and Kinzua,	14,957 69	8,848 59	22,901 57	9,130 06	55,837 91
Allegheny Valley,	405,806 33	301,919 18	717,852 12	99,331 10	1,524,908 73
Altoona, Clearfield and Northern,	. . . . .	. . . . .	. . . . .	4,710 25	4,710 25
Baltimore and Harrisburg,	34,279 63	12,634 21	58,008 30	4,452 65	109,374 79
Baltimore and Lehigh,	40,404 65	24,849 32	88,961 93	23,153 44	177,369 34
Baltimore and Philadelphia,	184,289 28	85,109 77	427,600 87	53,594 62	750,594 54
Bangor and Portland,	39,169 81	12,730 52	35,872 71	11,824 66	99,597 70
Barclay Railroad,	3,589 18	. . . . .	. . . . .	2,425 00	6,014 18
Beaver and Elwood,	983 81	517 94	3,576 49	. . . . .	5,078 24
Beech Creek,	163,129 06	116,205 23	268,800 48	151,953 75	700,088 52
Bellefonte Central,	3,364 64	2,584 50	5,801 59	2,885 71	14,636 44
Berlin,	6,721 30	923 77	5,481 70	3,108 09	16,234 86
Berlin Branch,	1,950 70	. . . . .	1,837 29	361 87	4,149 86
Bloomsburg and Sullivan,	8,221 91	15,310 83	8,016 52	1,346 04	32,895 30
Bradford, Bordell and Kinzua,	12,969 32	6,679 22	33,321 97	5,842 33	58,812 84
Bradford, Eldred and Cuba,	6,763 38	2,721 74	15,400 87	4,544 36	29,430 35
Bradford and Western Pennsylvania,	780 47	1,499 80	1,191 76	605 41	4,077 44
Brownstone and Middletown,	2,898 29	1,138 30	3,556 62	823 44	8,416 65
Buffalo, Roehester and Pittsburg,	304,371 98	490,212 16	875,098 38	166,717 69	1,836,400 21
Catasauqua and Fogelsville,	12,816 28	5,652 11	23,066 47	520 13	42,054 99
Chambersburg and Gettysburg,	1,798 68	174 14	1,971 44	742 02	4,686 28
Chartiers,	32,156 30	19,402 85	89,813 10	4,678 25	146,050 50
Chester and Delaware River,	4,781 78	2,770 61	12,116 79	728 54	20,397 72
Cleveland and Pittsburg,	478,596 75	487,488 81	1,267,871 10	89,139 76	2,323,096 42
Corning, Cowanesque and Antrim,	99,325 25	70,577 63	318,157 46	41,981 12	530,041 46
Cornwall,	15,615 11	14,350 37	33,644 58	4,295 65	67,905 71

Cornwall and Lebanon,	20,119 11	10,455 55	80,628 41	19,008 47	130,211 54
Confluence and Oakland,	7,737 30	1,244 33	5,657 87	4,637 58	19,277 08
Coudersport and Port Allegheny,	15,534 00	1,505 00	16,355 00	2,255 00	35,649 00
Cresson, Clearfield County and New York Short Route,	21,109 96	5,811 84	27,943 64	7,488 16	62,353 60
Crescent Connecting,	. . . . .	. . . . .	. . . . .	634 08	634 08
Cumberland Valley,	229,546 25	158,641 70	317,669 06	55,356 26	761,213 27
Delaware and Hudson Canal Company's Railroad,	194,710 28	168,011 81	796,821 65	31,344 74	*1,456,781 09
Delaware, Lackawanna and Western,	601,956 92	1,202,324 53	2,333,304 42	330,498 57	4,468,084 44
Delaware River and Lancaster,	1,707 19	715 96	8,097 53	1,735 63	12,256 31
Delaware, Susquehanna and Schuylkill,	13,680 13	5,903 73	42,056 76	97,774 77	159,415 39
Dunkirk, Allegheny Valley and Pittsburg,	67,349 09	13,253 21	94,406 11	20,171 84	195,180 25
East Broad Top,	28,648 17	17,778 76	34,670 06	7,880 42	88,977 41
Erie and Pittsburg,	136,097 08	108,906 24	263,652 95	15,338 34	523,994 61
Erie and Wyoming Valley,	80,839 73	66,406 92	266,333 24	19,675 79	433,255 68
Falls Creek,	1,887 32	247 53	2,564 20	351 52	5,050 57
Gettysburg and Harrisburg,	39,146 67	16,490 34	52,709 16	1,160 33	109,506 50
Hunter's Run and Slate Belt,	2,937 98	587 90	2,970 07	1,608 93	8,104 88
Huntingdon and Broad Top Mountain,	70,077 05	25,955 24	149,153 02	64,457 55	309,642 86
Ironton,	7,218 57	8,834 03	8,529 69	1,977 05	26,559 34
Junction,	18,988 12	62,468 68	7,396 85	4,015 11	92,868 76
Kinzua Creek and Kane,	5,636 06	5,230 57	6,141 34	1,696 46	18,704 43
Kinzua Valley,	2,138 90	812 73	5,541 90	1,531 25	10,024 78
Lackawanna and Montrose,	1,942 33	21 83	5,452 94	273 00	7,690 10
Lake Shore and Michigan Southern,	3,617,508 66	2,372,582 38	7,919,426 68	1,018,859 49	14,928,377 21
Lehigh and Lackawanna,	26,965 21	. . . . .	52,966 69	447 10	80,379 00
Lehigh and Susquehanna,	368,514 46	662,709 93	1,285,818 64	144,223 62	2,461,266 65
Lehigh Valley,	853,743 31	804,568 90	2,493,189 84	1,332,662 96	5,484,165 01
Ligonier Valley,	7,186 89	2,799 80	10,027 12	11,734 73	31,748 54
Little Saw Mill Run,	7,036 60	11,150 51	13,241 74	3,751 83	35,180 68
McKeesport Connecting,	88 77	1,041 52	2,287 40	1,034 62	4,452 31
Mahoning Valley,	1,522 79	716 83	6,690 52	4,226 25	13,156 39
Mauch Chunk, Summit Hill and Switch-Back,	5,000 00	1,328 00	6,415 23	3,604 15	16,347 38
Middletown and Hummelstown,	4,250 07	3 641 63	10,267 27	491 07	18,650 04
Monongahela Connecting,	15,789 91	16,520 25	30,454 67	10,707 28	73,472 11
Monongahela River and Streets Run,	394 00	. . . . .	320 00	. . . . .	714 00
Mont Alto,	17,595 24	2,323 87	10,357 76	1,656 12	31,932 99
Montour,	8,986 85	17,368 50	11,392 93	1,510 00	39,258 28
Montrose,	7,867 88	922 56	6,898 58	1,115 63	16,804 65
Mount Jewett, Kinzua and Wrightsville,	7,419 24	1,913 66	13,420 03	1,515 07	24,268 00
Mount Penn Gravity,	792 12	2,593 71	29,229 60	3,575 05	36,190 48
Mount Pleasant and Broadford,	. . . . .	. . . . .	. . . . .	213 74	213 74

* Includes $265,892.61 expenses, gravity road

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Neversink Mountain,	. . . . .	. . . . .	. . . . .	$12,855 36	$12,855 36
Newcastle and Beaver Valley,	$17,897 93	$12,073 45	$70,382 64	5,500 75	105,854 77
Newcastle and Butler,	2,800 67	1,200 00	3,527 74	. . . . .	7,528 41
Newport and Sherman's Valley,	918 61	2,907 76	. . . . .	300 00	4,126 37
New York, Lake Erie and Western,	3,039,030 84	3,819,129 10	12,646,440 99	1,730,116 44	21,234,717 37
New York, Lackawanna and Western,	. . . . .	. . . . .	. . . . .	. . . . .	93,913 29
New York, Chicago and St. Louis,	773,363 08	671,496 62	3,066,858 68	558,919 57	5,070,637 95
New York and North Pennsylvania,	4,435 18	. . . . .	3,395 55	230 75	8,061 48
New York, Susquehanna and Western,	123,274 03	124,435 30	464,105 58	161,290 17	873,105 08
Northern Central,	1,094,684 39	1,157,793 21	2,697,811 97	249,368 94	5,199,658 51
North East Pennsylvania,	18,733 68	. . . . .	55,614 74	1,505 40	75,853 82
Ohio and Baltimore Short Line,	9,035 53	3,266 17	12,858 38	2,732 93	27,893 01
Ohio Connecting,	4,313 28	. . . . .	8,019 02	120 75	12,453 05
Pennsylvania,	9,533,573 70	9,857,305 29	24,506,815 06	3,049,992 02	46,947,686 07
Pennsylvania, Poughkeepsie and Boston,	20,788 43	25,629 16	110,700 21	112,288 87	269,406 67
Pennsylvania and North Western,	164,690 35	132,153 89	293,532 70	53,782 92	644,159 86
Penn Gas Coal Company's Railroad,	10,879 15	242 71	6,725 55	47 75	17,895 16
Peoples',	4,321 25	2,979 82	3,636 67	2,476 66	13,414 40
Perkiomen,	33,435 75	. . . . .	142,123 21	11,715 93	187,274 89
Perry County,	2,938 49	152 12	4,353 10	1,572 44	9,016 15
Philadelphia and Chester Valley,	16,724 08	10,935 14	23,183 54	998 46	51,841 22
Philadelphia, Newtown and New York,	24,477 80	. . . . .	67,478 02	4,302 94	96,258 76
Philadelphia and Reading,	3,367,121 38	3,277,939 68	10,670,254 66	1,537,872 47	18,853,188 19
Philadelphia, Wilmington and Baltimore,	1,575,927 17	979,512 96	3,477,862 63	518,964 68	6,552,267 44
Pine Creek,	163,661 24	64,812 68	381,243 89	40,486 32	650,204 13
Pittsburg and Castle Shannon	10,584 16	2,525 20	87,010 51	7,754 21	107,874 08
Pittsburg, Chartiers and Youghiogheny,	24,487 34	22,052 54	44,160 41	23,067 32	113,767 61

Pittsburg, Cincinnati, Chicago and St. Louis,	2,070,995 57	2,609,203 66	5,720,803 17	822,551 43	11,223,553 83
Pittsburg and Connellsville,	377,777 88	328,253 32	1,097,196 02	139,492 38	1,942,719 60
Pittsburg, Fort Wayne and Chicago,	1,340,007 17	1,799,806 90	4,451,771 08	574,299 50	8,165,884 65
Pittsburg Junction,	23,291 91	1,639 03	38,222 84	11,235 11	74,388 89
Pittsburg and Lake Erie,	1,145,184 01	399,782 26	1,244,871 58	194,591 31	2,984,429 16
Pittsburg and Northern,	990 00	128 82	3,026 74	118 64	4,264 20
Pittsburg, Shenango and Lake Erie,	61,474 56	27,177 71	141,807 99	31,773 11	262,233 37
Pittsburg and Western,	198,570 44	261,987 06	610,800 61	108,562 30	1,179,920 41
Pittsburg, Youngstown and Ashtabula,	212,356 57	162,890 33	436,022 57	29,102 40	840,371 87
Reading and Columbia,	62,890 25	39,929 68	135,995 27	8,399 20	247,214 40
Reynoldsville and Falls Creek,	13,679 67	. . . . .	41,441 46	14,744 63	69,865 76
Rupert and Bloomsburg,	894 76	2,109 78	6,612 36	478 89	10,095 79
Salisbury,	7,266 64	1,154 45	12,433 43	4,198 54	25,053 06
Shade Creek,	90 55	44 25	1,027 69	99 30	1,261 79
Sharpsville,	10,156 33	2,350 09	15,348 50	1,874 70	29,729 62
Sinnemahoning Valley,	25,646 29	23,716 86	31,680 24	85,087 72	166,131 11
Slate Run,	7,471 15	7,334 09	9,643 24	. . . . .	24,448 48
Somerset County,	1,238 76	98 39	2,534 65	1,431 00	5,302 80
Somerset and Cambria,	40,612 13	12,180 35	55,457 92	19,297 04	127,547 44
State Line,	4,629 97	1,096 19	7,323 25	1,214 59	14,264 00
Stewartstown,	3,183 94	1,253 43	4,861 36	150 00	9,448 73
Stony Creek,	6,174 82	. . . . .	20,936 58	3,771 62	30,883 02
Susquehanna and Buffalo,	3,910 17	. . . . .	. . . . .	. . . . .	3,910 17
Tamaqua, Hazleton and Northern,	1,026 28	3,624 69	12,843 74	98 02	17,592 73
Tiadaghton and Fahnastalk,	2,340 62	406 19	916 01	214 22	3,877 04
Tioga,	37,694 22	25,427 26	102,618 60	8,989 21	174,729 29
Tionesta Valley,	21,472 18	1,880 00	11,739 29	7,660 08	42,751 55
Trout Run,	1,541 43	250 00	1,883 77	. . . . .	3,675 20
Ursina and North Fork,	1,056 12	75 33	803 12	. . . . .	1,934 57
Warren and Farnsworth,	1,229 50	350 36	3,589 03	207 68	5,376 62
Waynesburg and Washington,	19,051 13	4,131 07	16,309 28	559 59	40,051 07
Western Maryland,	101,421 60	75,085 88	301,600 57	58,144 70	536,252 75
Western New York and Pennsylvania,	633,245 06	478,059 89	1,093,025 90	194,028 99	2,398,359 84
Wheeling, Pittsburg and Baltimore,	147,794 27	68,683 41	335,853 94	44,762 06	597,093 68
Wilkes-Barre and Western,	5,253 50	6,625 17	9,356 11	. . . . .	21,234 78
Williamsport and North Branch,	16,268 00	3,910 73	17,617 74	5,878 55	43,675 02
Wilmington and Northern,	68,596 79	42,883 61	206,108 90	45,767 51	363,356 81
	$35,139,507 41	$34,036,507 93	$95,827,936 70	$14,434,214 18	$179,797,972 12

TABLE K—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1892.	Deficit on June 30, 1892.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Pennsylvania,	$30,707 27	$90,008 53	$14,842 26		64.00	$1,446 37
Allegheny and Kinzua,	15,423 41	71,261 32		$11,601 00	106.00	1,298 56
Allegheny Valley,	1,257,330 98	2,782,239 71		198,611 62	58.38	5,858 27
Allentown,	398 13	398 13	3,573 94			
Allentown Terminal,	18,000 00	18,000 00				
Altoona, Clearfield and Northern,		4,710 25			60.00	4 20
Bald Eagle Valley,	40,687 89	40,687 89	67,305 79			
Baltimore and Harrisburg,	56,338 55	165,713 34	20,702 50			
Baltimore and Lehigh,	96,296 65	273,665 99		68,795 42		2,101 53
Baltimore and Philadelphia,	253,918 12	1,001,512 66		207,650 23	94.19	12,572 77
Bangor and Portland,	21,019 20	120,636 90	17,814 58		68.36	2,458 95
Barclay Coal Company's Railroad,		70,769 18	7,736 45			
Beaver and Elwood,	5,078 24	5,078 24		1,450 90	239.00	1,192 16
Bedford and Bridgeport,	92,774 43	92,774 43	15,416 03			
Beech Creek,	317,802 34	1,017,890 86	15,542 49		56.88	5,087 11
Bellefonte Central,		14,636 44		4,777 82	50.00	603 07
Berlin,	16,275 20	32,510 06		8,777 97	216.06	
Berlin Branch,	2,992 82	7,142 68		2,256 64	86.00	
Bloomsburg and Sullivan,	32,500 00	65,395 30		124 39	60.00	
Bradford, Bordell and Kinzua,	2,391 93	61,204 77	2,444 07		92.50	1,495 75
Bradford, Eldred and Cuba,	34,552 11	63,982 46		37,019 64	109.00	858 28
Bradford and Western Pennsylvania,	4,077 44	4,077 44		1,638 98		
Brownstone and Middletown,	8,416 65	8,416 65	444 40		95.98	
Buffalo, Rochester and Pittsburg,	830,913 61	2,667,313 82	43,594 48		65.47	6,625 05
Bustleton,				8,521 20		
Cambria and Clearfield,	25,741 13	25,741 13	10,366 89			
Catasauqua and Fogelsville,	10,410 62	52,465 61	4,504 70		42.55	

Catawissa,	8,626 13	8,626 13	225 373 87			
Chambersburg and Gettysburg,	1,016 03	5,702 31		4,225 09	316.00	468 63
Chartiers,	55,754 41	55,754 41	24,996 49		55.91	6,220 21
Chester Creek,	11,449 98	11,449 98				
Chester and Delaware River,	20,397 72	21,099 72		7,668 03	151.86	3,578 55
Chestnut Hill,	2,000 00	2,000 00				
Clarion River,		5,608 42	4,559 96			
Cleveland and Pittsburg,	1,265,923 10	3,589,019 52	51,410 18		63.88	10,371 89
Colebrookdale,	36,262 21	36,262 21		23,472 79		
Columbia and Port Deposit,	79,454 07	79,454 07	87,911 74			
Connecting,	76,746 06	76,746 06				
Corning, Cowanesque and Antrim,	167,855 01	697,896 47	117,997 09		64.96	5,668 89
Cornwall,	5,031 92	72,937 63	51,448 74		54.06	5,359 57
Cornwall and Lebanon,	46,297 34	176,608 88	9,261 65		58.21	5,398 49
Coufluence and Oakland,	30,181 22	30,181 22		15,458 40	131.00	
Coudersport and Port Allegheny,	10,110 00	45,759 00	3,917 00		47.00	1,620 46
Cresson, Clearfield County and New York Short Route,		62,353 60	48,250 43		56.00	
Crescent Connecting,		634 08	688 49			
Cumberland Valley,	50,549 05	811,762 32		29,955 97	82.00	5,252 29
Delaware and Hudson Canal Company's Railroad,	1,055,260 78	2,512,041 97		1,079,363 14	105.00	11,629 77
Delaware, Lackawanna and Western,	7,364,860 96	11,832,945 40	690,269 70		57.91	21,141 68
Delaware River and Lancaster,	18,704 57	30,960 88		22,290 60	141.00	972 72
Delaware, Susquehanna and Schuylkill,	9,666 44	169,081 83	253,557 40		35.61	3,352 58
Dillsburg and Mechanicsburg,	6,050 00	24,850 93		1,803 68		
Downingtown and Lancaster,	16,491 16	16,491 16		39,327 07		
Dunkirk, Allegheny Valley and Pittsburg,	9,780 76	204,961 01		63,810 92	70.00	2,154 31
East Broad Top,	35,467 87	124,445 28		9,975 30	78.49	1,994 11
East Mahanoy,	3,176 00	3,176 00				
East Pennsylvania,	19,800 00	19,800 00				
Elmira and Williamsport,	95,951 63	95,951 63	14 95			
Erie and Pittsburg,	396,217 41	920,212 02		1,489 99	73.97	5,177 30
Erie and Wyoming Valley,	234,334 90	667,590 58	79,089 05		62.38	6,959 93
Falls Creek,	5,050 57	5,050 57	4,172 68		54.75	
Fayette County,	451 75	451 75		43 75		
Gettysburg and Harrisburg,	30,679 92	140,186 42	51,309 28		123.21	3,164 93
Hanover and York,	15,435 26	15,435 26	11,859 24			
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	39,447 73	39,447 73	4,015 35			
Huntingdon and Broad Top Mountain,	117,215 00	426,857 86	33,533 99		46.59	
Hunter's Run and Slate Belt,	8,104 88	8,104 88		1,880 87		1,013 11
Ironton,	968 93	27,528 27	3,899 98		61.32	

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1892.	Deficit on June 30, 1892.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Jamestown and Franklin,	$48,117 92	$48,117 92	$11,242 58			
Johnsonburg,	13,811 37	13,811 37	10,374 70			
Junction,	42,894 50	135,763 26		$24,963 22	44 03	
Kensington and Tacony,	12 00	12 00	18 00			
Kinzua Creek and Kane,	297 50	19,001 93				
Kinzua Valley,	478 18	10,502 96	36,553 82		108.23	
Lackawanna and Montrose,		7,690 10	2,856 98		74.72	$733 78
Lake Shore and Michigan Southern,	4,974,600 51	19,902,977 72	37,699 55		66.17	10,329 70
Lehigh and Lackawanna,		80,379 00	11,726 77			2,236 47
Lehigh and Susquehanna,	1,880,894 40	4,342,161 05	1,081,438 85			10,946 75
Lehigh Valley,	2,851,372 35	8,335,537 36	2,907,584 09		66.35	
Lewisburg and Tyrone,	18,653 84	18,653 84		4,762 57		
Ligonier Valley,	4,943 78	36,692 32	8,676 90		57.75	3,023 67
Little Saw Mill Run,	18,296 79	53,477 47		711 76	60.30	11,726 89
Little Schuylkill Navigation,	44,117 24	44,117 24	7,986 44			
Littlestown,	940 00	940 00		51 56		
Lykens Valley,	1,910 67	1,910 67	776 09			
McKeesport and Bessemer,	10,366 00	10,366 00	13,763 00			
McKeesport Connecting,		4,452 31	22,455 44		16.55	
Mahoning Valley,	9,911 18	23,067 57		429 80	58	1,012 03
Mauch Chunk, Summit Hill and Switchback,		16,347 38	7,414 75		68.07	908 19
Middletown and Hummelstown,	123 71	18,773 75		3,245 88	120.11	2,825 76
Mifflin and Centre County,	13,796 21	13,796 21	20,833 90			
Mill Creek and Mine Hill,	695 27	695 27		32 77		
Mine Hill and Schuylkill Haven,	22,170 75	22,170 75	880 25			
Monongahela Connecting,	24,948 60	98,420 71	27,047 06		48.363	
Mont Alto,	7,537 80	39,470 79		4,026 59	1.144	1,784 96

Montour,		39,258 28	2,495 66			
Montrose,	206 55	17,011 20	3,639 86		81.23	600 16
Mount Carbon and Natalie,		5,591 48	3,850 73			
Mount Carbon and Port Carbon,	3,524 74	3,524 74		27 34		
Mount Jewett, Kinzua and Wrightsville,		24,268 00	1,582 42			
Mount Penn Gravity,	3,825 00	40,015 48		23,838 44		
Mount Pleasant and Broadford,	313 42	527 16	18,101 90			
Nescopec,		11,310 16		10,121 74		
Nesquehoning Valley,		5,511 15				
Neversink Mountain,		12,855 36	2,037 48		86.03	
Newcastle and Beaver Valley,	64,246 08	170,100 85			66.70	7,066 41
Newcastle and Butler,	108 78	7,637 19		651 27		
Newcastle and Shenango Valley,	23,132 19	23,132 19	220 19			
Newport and Sherman's Valley,		4,126 37				
New York, Lake Erie and Western,	9,964,768 70	31,199,486 07	1,004,285 23		67	14,393 65
New York, Lackawanna and Western,		93,913 29				
New York, Chicago and St. Louis,	1,026,391 04	6,097,028 99		37,351 55	80.52	9,593 13
New York and North Pennsylvania.	3,015 70	11,077 18	10 74		84	1,612 30
New York, Pennsylvania and Ohio,		2,198,609 06		4,598 50		
New York, Susquehanna and Western,	560,591 00	1,433,696 08	28,535 62		53.22	5,551 28
Nittany Valley,		15,567 46		6,815 90		
Northern Central,	1,598,270 45	6,797,928 96	49,300 88		74.56	13,946 46
North East Pennsylvania,	24,455 70	100,309 52		29,393 05	106.96	2,925 93
North Pennsylvania,	504,000 00	504,000 00				
North and West Branch,		105,277 04	147,071 64			
Ohio and Baltimore Short Line,	53,023 19	80,916 20				
Ohio Connecting,	90,614 45	103,067 50	2,152 54		12.8	
Ontario, Carbondale and Scranton,	78,208 00	78,208 00	19,622 65			
Pennsylvania,	17,580,868 90	64,528,554 97	2,078,107 94		68.78	18,403 78
Pennsylvania Company,	1,580,197 68	1,580,197 68	318,012 77			
Pennsylvania, Poughkeepsie and Boston,	182,398 59	451,805 26		253,820 66	136.07	2,811 00
Pennsylvania Schuylkill Valley,	404,369 31	404,369 31	186,484 26			
Pennsylvania and North Western,	104,742 50	748,902 36	147,403 76		72	8,933 02
Penn Gas Coal Company's Railroad,		17,895 16		10,275 65		
People's,	1,800 00	15,214 40	7,567 93			
Perkiomen,	101,532 87	288,807 76	25,481 22		59.70	4,864 28
Perry County,		9,016 15	2,296 58			
Philadelphia and Baltimore Central,		160,635 69	73,781 18			
Philadelphia and Chester Valley,	18,428 20	71,629 46		21,291 86	105.69	2,479 13
Philadelphia and Erie,	1,261,061 84	1,261,061 84	88,341 13			
Philadelphia, Germantown and Chestnut Hill,	54,124 07	54,124 07	32,174 00			
Philadelphia, Germantown and Norristown,	7,309 38	7,309 38	271,413 21			

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1892.	Deficit on June 30, 1892.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Philadelphia, Newtown and New York,	$44,596 49	$140,855 25		$69,302 22	87.18	
Philadelphia and Reading,	14,280,480 45	33,133,668 64		598,384 51	57.23	
Philadelphia and Trenton,	4,765 50	4,765 50	$49,410 00			
Philadelphia, Wilmington and Baltimore,	1,278,717 90	7,830,985 34	371,596 03		74.99	$10,084 60
Pickering Valley,	23,507 63	23,507 63		18,650 74		
Pine Creek,	309,276 80	959,480 93	66,692 22		63.36	8,692 57
Pittsburg and Castle Shannon,	21,165 45	129,039 53		1,635 92	86.06	16,596 01
Pittsburg, Chartiers and Youghiogheny,	43,880 16	157,647 77		5,271 25	78.118	7,484 70
Pittsburg, Cincinnati, Chicago and St. Louis,	4,039,665 09	15,263,218 92	116,446 62		71.94	9,821 19
Pittsburg and Connellsville,	3,429,172 35	5,371,891 95			66	
Pittsburg, Fort Wayne and Chicago,	3,633,147 14	11,799,031 79	520,329 47		66.24	17,416 76
Pittsburg Junction,	132,434 45	206,823 34	80,290 84		25.09	
Pittsburg and Lake Erie,	859,261 56	3,843,690 72	149,826 90		69.19	18,251 16
Pittsburg, McKeesport and Youghiogheny,	268,135 44	268,135 44	237,579 00			
Pittsburg and Northern,		4,264 20		2,306 68	212.21	1,421 40
Pittsburg, Shenango and Lake Erie,	172,426 21	434,659 58		56,714 35	69.38	1,715 06
Pittsburg, Virginia and Charleston,	222,436 75	222,436 75	77,022 22			
Pittsburg and Western,	583,180 64	1,763,101 05		274,220 52	79.24	5,274 56
Pittsburg, Youngstown and Ashtabula,	720,614 26	1,560,986 13	220,726 94		53.84	6,571 05
Pomeroy and Newark,	944 32	944 32		31,963 11		
Reading and Columbia,	145,310 81	392,525 21		51,105 23	72.41	3,321 25
Reynoldsville and Falls Creek,	5,100 00	74,965 76	24,960 33		60.63	
Ridgway and Clearfield,	28,529 66	28,529 66	56,726 76			
River Front,	9,734 80	9,734 80	2,555 20			
Rupert and Bloomsburg,	51 19	10,146 98		2,826 94	137.92	6,309 87
Salisbury,	35,988 71	61,041 77	21,505 50		43.60	
Schuylkill River East Side,	225,000 00	225,000 00	40,495 15			

Schuylkill Valley Navigation Railroad,	696 65	696 65		49 15		
Shade Creek,	42 72	1,304 51				
Shamokin, Sunbury and Lewisburg,	110,000 00	110,000 00				
Shamokin Valley and Pottsville,	155,949 07	155,949 07	156 00			
Sharon,	9,226 94	9,226 94	1 94			
Sharpsville,	9,626 28	39,355 90		6,942 54		1,448 10
Sinnemahoning Valley,	1,623 10	167,754 21		9,852 64		13,583 90
Slate Run,	300 80	24,749 28	2,270 40			
Somerset County,	5,302 80	5,302 80	137 72			
Somerset and Cambria,	158,801 15	286,348 59	576 56		79.9	
South Fork,	438 60	438 60		7,391 80		
South West Pennsylvania,	97,342 94	97,342 94	246,703 78			
State Line,	14,354 24	28,618 24	711 94			
State Line and Sullivan,	16,800 00	16,800 00	23,200 00			
Stewartstown,	9,448 73	9,448 73	2,331 61		60.50	
Stony Creek,	27,833 46	58,716 46		30,419 09	115.44	2,998 35
Sunbury, Hazleton and Wilkes Barre,	151,278 67	151,278 67	15,535 38			
Sunbury and Lewistown,	113,540 24	113,540 24		30,412 03		
Susquehanna and Buffalo,		3,910 17				
Susquehanna and Clearfield,	14,670 20	14,670 20		9,433 31		
Tamaqua, Hazleton and Northern,	17,592 73	17,592 73	785 62		95.73	1,777 04
Tiadaghton and Fahnastalk,	3,877 04	3,877 04		900 83		775 41
Tioga,	71,067 25	245,796 54	104,244 43		49.92	2,699 77
Tionesta Valley,	8,051 28	50,802 83	15,536 59		64.44	42,751 55
Tipton,	8 00	8 00	4,894 89			
Trout Run,	3,675 20	3,675 20	1,577 70			
Turtle Creek Valley,	421 30	421 30		8,628 39		
Tyrone and Clearfield,	52,500 00	52,500 00	60,000 00			
Ursina and North Fork,	78 55	2,013 12		202 49		
Warren and Farnsworth,	186 54	5,563 16		591 54		351 68
Waynesburg and Washington,	7,443 81	47,494 88	9,446 42		70.34	1,422 77
West Chester,	4,854 23	4,854 23	8,250 00			
Western Maryland,	366,738 45	902,991 20		74,709 92		
Western New York and Pennsylvania,	1,635,086 31	4,033,446 15		158,014 53	66.99	3,751 48
Western Pennsylvania,	246,608 84	246,608 84	291,503 20			
Wheeling, Pittsburg and Baltimore,	877,579 59	1,474,673 27		232,876 58	92.06	
Wilkes-Barre and Scranton,	23,550 00	23,550 00	25,000 00			
Wilkes-Barre and Western,	3,235 00	24,469 78	1,449 81			
Williamsport and North Branch,	25,452 35	69,127 37	10,333 02		54	1,617 59
Wilmington and Northern,	30,112 00	393,468 81	57,428 39		80.65	3,936 69
	$94,648,067 44	$276,748,992 26	$13,623,365 11	$4,041,243 37		

TABLE L—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny and Kinzua,					1	3	1	3
Allegheny Valley,	2	3	5	58	16	16	23	77
Baltimore and Cumberland Valley Extension,				1		1		2
Baltimore and Harrisburg,		1		11		1		13
Baltimore and Lehigh,			1				1	
Bangor and Portland,	1		2				3	
Barclay,			1	1			1	1
Beech Creek,		1	1	13	5	5	6	19
Bradford, Bordell and Kinzua,			1	2			1	2
Buffalo, Rochester and Pittsburg,	1	5	6	297	5	25	12	327
Catasauqua and Fogelsville,					1		1	
Chartiers,		2	5	23	3	7	8	32
Clarion River,			1				1	
Cleveland and Pittsburg,				1	2	1	2	2
Corning, Cowanesque and Antrim,			5	36		1	5	37
Cornwall and Lebanon,				2		1		3
Cumberland Valley,	1		2	2	1		4	2
Delaware and Hudson Canal Company's Railroad,		2	3	55	15	26	18	83
Delaware, Lackawanna and Western,	1		12	26	21	24	34	50
Delaware, Susquehanna and Schuylkill,			1	24	1		2	24
Dunkirk, Allegheny Valley and Pittsburg,			2	10		3	2	13
Erie and Pittsburg,		1	1	23	1	3	2	27
Huntingdon and Broad Top Mountain,				5	1	2	1	7
Kinzua Creek and Kane,			2				2	
Lackawanna and Montrose,				1				1
Lake Shore and Michigan Southern,			3	8	7	4	10	12

Lehigh and Lackawanna,				2		1		3
Lehigh and Susquehanna	1	7	13	56	11	11	25	74
Lehigh Valley,		3	9	39	26	24	35	66
Ligonier Valley,					1		1	
Monongahela Connecting,				5	1		1	5
Monongahela River and Streets Run,					1		1	
Mount Penn Gravity,		3	1	1			1	4
Neversink Mountain,		1						1
Newcastle and Beaver Valley,				8	1	1	1	9
Newport and Sherman's Valley,				3				3
New York, Lake Erie and Western,		6	6	114	10	15	16	135
New York, Chicago and St. Louis,		1	2	17	2	4	4	22
New York, Susquehanna and Western,			2	3	2	7	4	10
Northern Central,	2	13	9	250	14	27	25	290
Ohio Connecting,						1		1
Pennsylvania,	18	374	148	3,061	354	560	520	3,995
Pennsylvania, Poughkeepsie and Boston,			1	6			1	6
Pennsylvania and North Western,			3	23	3	3	6	26
Perkiomen,			3	9		1	3	10
Philadelphia, Newtown and New York,				3		1		4
Philadelphia and Reading,	2	23	105	280	142	131	249	434
Philadelphia, Wilmington and Baltimore,	7	54	24	205	54	82	85	341
Pine Creek,			1	21	1	1	2	22
Pittsburg and Castle Shannon,	1						1	
Pittsburg, Chartiers and Youghiogheny,		2	2	6			2	8
Pittsburg, Cincinnati, Chicago and St. Louis,	3	111	55	1,420	147	200	205	1,731
Pittsburg and Connellsville,		8	10	90	38	22	48	120
Pittsburg, Fort Wayne and Chicago,		10	11	261	19	53	30	324
Pittsburg Junction,				15	1	3	1	18
Pittsburg and Lake Erie,		3	16	97	18	29	34	129
Pittsburg, Shenango and Lake Erie,		1	1	10	1	1	2	12
Pittsburg and Western,	2	3	8	36	2	2	12	41
Pittsburg, Youngstown and Astabula,		3	1	9	1	2	2	14
Reading and Columbia,		1		6	3		3	7
Reynoldsville and Falls Creek,			1	4			1	4
Slate Run,				1				1
Somerset and Cambria,				1	1		1	1
Stony Creek,						1		1
Tiadaghton and Fahnastalk,						1		1
Tioga,		1	1	14	1	1	2	16
Ursina and North Fork,				1				1
Western Maryland,		1	5	11	3	1	8	13
Western New York and Pennsylvania,		12	1	130	10	17	11	159

TABLE L—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Wheeling, Pittsburg and Baltimore,	....	....	1	10	4	2	5	12
Williamsport and North Branch,	....	....	1	1	.....	.....	1	1
Wilmington and Northern,	....	2	.....	5	.....	1	....	8
	42	658	495	6,833	952	1,329	1,489	8,820

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Addison and Pennsylvania,	$590,500 00	$29,525 00	$29,525 00	$29,525 00	$590,500 00
Allegheny and Kinzua,	.....	.....	.....	500,000 00	500,000 00
Allegheny Valley,	2,166,500 00	2,166,500 00	2,166,500 00	2,166,500 00	26,183,899 70
Allentown,	1,268,844 47	1,268,844 47	1,268,844 47	1,268,844 47	1,268,884 47
Allentown Terminal,	.....	225,000 00	450,000 00	450,000 00	450,000 00
Altoona, Clearfield and Northern,	.....	.....	.....	.....	42,750 00
Altoona and Wapsononoek,	.....	.....	.....	27,600 00	....
Arnot and Pine Creek,	255,000 00	255,000 00	255,000 00	255,000 00	255,000 00
Bald Eagle Valley,	935,000 00	935,000 00	1,535,000 00	1,535,000 00	1,535,000 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	76,700 00	76,700 00	76,700 00
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	270,000 00	270,000 00	270,000 00
Baltimore and Harrisburg,	720,000 00	720,000 00	720,000 00	720,000 00	720,000 00
Baltimore and Harrisburg Western Extension,	.....	.....	.....	240,000 00	240,000 00
Baltimore and Lehigh,	.....	.....	.....	.....	3,375,000 00

Baltimore and Philadelphia,	3,000,000 00	5,000,000 00	4,996,850 00	4,996,850 00	4,996,850 00
Baltimore and Ohio Short Line,	3,000,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Bangor and Portland,	121,100 00	121,100 00	121,100 00	121,100 00	121,100 00
Barclay,	. . . . .	. . . . .	. . . . .	. . . . .	20,000 00
Barclay Coal Company's Railroad,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	. . . . .
Beaver and Elwood,	. . . . .	. . . . .	. . . . .	50,000 00	50,000 00
Bedford and Bridgeport,	599,650 00	599,650 00	599,650 00	600,000 00	600,000 00
Beech Creek,	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00
Berlin,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Bellefonte and Eastern,	. . . . .	250,000 00	. . . . .	. . . . .	. . . . .
Berlin Branch,	43,195 19	43,195 19	43,195 19	43,195 19	43,195 19
Bethlehem and Belvidere,	10,000 00	10,000 00	. . . . .	. . . . .	. . . . .
Bellefonte Central,	. . . . .	. . . . .	. . . . .	. . . . .	500,000 00
Bloomsburg and Sullivan,	. . . . .	. . . . .	. . . . .	. . . . .	597,650 00
Bradford,	. . . . .	100,000 00	. . . . .	84,000 00	84,000 00
Bradford, Bordell and Kinzua,	250,000 00	250,000 00	250,000 00	250,000 00	500,000 00
Bradford, Bordell and Smethport,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Bradford, Eldred and Cuba,	480,000 00	480,000 00	480,000 00	480,000 00	480,000 00
Bradford, Richburg and Cuba,	31,000 00	100,000 00	31,000 00	. . . . .	31,000 00
Bradford and Western Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	31,000 00
Brockport and Shawmut,	. . . . .	. . . . .	22,500 00	22,500 00	22,500 00
Brownstone and Middletown,	. . . . .	. . . . .	. . . . .	. . . . .	25,000 00
Buffalo, Bradford and Pittsburg,	2,286,400 00	2,286,400 00	2,286,400 00	2,286,400 00	2,286,400 00
Buffalo, New York and Philadelphia,	20,333,296 88	. . . . .	. . . . .	. . . . .	. . . . .
Buffalo, Rochester and Pittsburg,	12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00
Bustleton,	. . . . .	. . . . .	. . . . .	100,000 00	100,000 00
Cambria and Clearfield,	. . . . .	300,000 00	300,000 00	600,000 00	750,000 00
Catasauqua and Fogelsville,	426,900 00	426,900 00	426,900 00	426,900 00	426,900 00
Catawissa,	4,359,500 00	4,359,500 00	4,359,500 00	4,359,500 00	4,359,500 00
Central Pennsylvania,	. . . . .	. . . . .	13,300 00	13,300 00	. . . . .
Chambersburg and Gettysburg,	. . . . .	. . . . .	. . . . .	200,000 00	200,000 00
Chartiers,	645,300 00	645,250 00	645,300 00	645,300 00	645,300 00
Cherry Grove,	10,000 00	10,000 00	10,000 00	10,000 00	. . . . .
Chester Creek,	185,000 00	185,000 00	272,100 00	272,100 00	272,100 00
Chester and Delaware River,	39,550 00	39,550 00	39,550 00	39,550 00	40,000 00
Chester Valley,	871,900 00	. . . . .	. . . . .	. . . . .	. . . . .
Chestnut Hill,	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Clarion River,	. . . . .	. . . . .	. . . . .	50,400 00	91,100 00
Clarmont and Kinzua,	. . . . .	3,125 00	. . . . .	. . . . .	. . . . .
Cleveland and Pittsburg,	11,236,350 00	11,236,350 00	11,247,057 26	11,247,314 36	11,247,314 36
Coal Glen,	. . . . .	. . . . .	1,000 00	1,000 00	. . . . .
Colebrookdale,	297,215 00	297,215 00	297,215 00	297,215 00	297,215 00
Columbia and Port Deposit,	497,100 00	497,100 00	497,100 00	600,000 00	600,000 00

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Connecting,	$1,278,300 09	$1,278,300 00	$1,278,300 00	$1,278,300 00	$1,278,300 00
Corning, Cowanesque and Antrim,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	5,000,000 00
Cornwall,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Cornwall and Lebanon,	600,000 00	600,000 00	600,000 00	800,000 00	800,000 00
Confluence and Oakland,			200,000 00	200,000 00	200,000 00
Coudersport, Galeton and Ansonia,				3,610 00	
Coudersport and Pine Creek,			50,000 00		51,500 00
Coudersport and Port Allegheny,	150,000 00	150,000 00	150,000 00	174,000 00	174,000 00
Coudersport and West Branch,			88,500 00	85,000 00	
Cresson, Clearfield County and New York Short Route,	1,000,000 00	1,000,000 00		1,000,000 00	1,000,000 00
Cumberland Valley,	1,777,850 00	1,777,850 00	1,777,850 00	1,777,850 00	1,777,850 00
Crescent Connecting,					10,000 00
Danville and Riverside,	3,790 00	3,790 00	3,790 00	3,790 00	
Danville and Shamokin,	26,710 00	26,710 00	26,710 00	26,710 00	26,710 00
Dauphin and Berks,				100,000 00	100,000 00
Delaware and Hudson Canal Company's Railroad,	24,500,000 00	24,500,000 00	24,500,000 00	30,000,000 00	30,000,000 00
Delaware, Lackawanna and Western,	26,200,000 00	26,200,000 00	26,200,000 00	26,200,000 00	26,200,000 00
Delaware River and Lancaster,	21,987 00	27,887 00	235,000 00	239,550 00	244,450 00
Delaware, Susquehanna and Schuylkill,			76,000 00	376,264 00	400,000 00
Dillsburg and Mechanicsburg,	89,700 00	89,800 00	89,800 00	89,800 00	89,800 00
Downingtown and Lancaster,		250,000 00	300,000 00	405,650 00	405,650 00
Dunkirk, Allegheny Valley and Pittsburg,	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00
East Broad Top,	796,448 00	796,448 00	815,589 43	815,589 43	815,589 43
East Mahanoy,	479,700 00	497,700 00	497,750 00	479,750 00	497,750 00
East Pennsylvania,	1,714,950 00	1,914,950 00	1,730,450 00	1,730,450 00	1,730,450 00
Easton and Bangor Railway,	300,000 00	300,000 00			
Easton and Northern,					200,000 00
Elmira and Williamsport,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ellwood Short Line,				300,000 00	
Emporium and Rich Valley,				10,000 00	85,000 00
Erie and Pittsburg,	1,101,550 00	1,101,550 00	1,998,400 00	1,998,400 00	1,998,400 00
Erie and Wyoming Valley,	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	250,000 00
Evergreen,	25,000 00				
Falls Creek,			30,000 00	30,000 00	30,000 00
Fayette County,	125,395 71	125,395 71	107,400 00	107,400 00	35,800 00
Ferney Mountain,				20,000 00	20,000 00

Frankford and Delaware River,				2,800 00	
Gettysburg and Harrisburg,	250,000 00	250,000 00	250,000 00	250,000 00	600,000 00
Grassey Island,		10,000 00	10,000 00	10,000 00	10,000 00
Hanover and York,	224,250 00	224,250 00	224,250 00	224,250 00	224,250 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00
Harrisburg and Western,	150,180 00	150,180 00			
Hunter's Run and Slate Belt,					11,500 00
Huntingdon and Broad Top Mountain,	3,354,350 00	3,355,200 00	3,362,300 00	3,362,300 00	3,371,750 00
Ironton,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	601,810 50	601,810 50	607,243 00	607,243 00	607,243 00
Jefferson,	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00
Johnsonburg and Bradford,		21,000 00	21,000 00	21,000 00	
Jones Lake,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Junction,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Kendall and Eldred,		150,000 00		90,000 00	90,000 00
Kensington and Tacony,	100,000 00	100,000 00	100,000 00	200,000 00	200,000 00
Kinzua,		100,000 00		84,000 00	84,000 00
Kinzua Creek and Kane,		21,000 00	54,600 00	65,600 00	65,600 00
Kinzua Hemlock,				60,000 00	
Kinzua Valley,				31,876 12	62,000 00
Lackawanna and Montrose,			2,495 00	27,934 89	124,900 00
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00
Lehigh and Lackawanna,	370,500 00	370,500 00	370,500 00	370,500 00	370,500 00
Lehigh and Susquehanna,					15,045,697 42
Lehigh Valley,	33,234,850 00	40,220,960 00	40,441,100 00	40,441,100 00	40,441,100 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Ligonier Valley,	150,000 00	150,000 00	10,000 00	160,000 00	160,000 00
Little Saw Mill Run,	144,375 00	144,375 00	144,375 00	144,375 00	144,375 00
Little Schuylkill Navigation,	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00
Littlestown,	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Loyalsock,	51,249 99	71,623 15	154,194 22	213,588 91	150,000 00
Lykens Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
McKean and Buffalo,		400,000 00		400,000 00	400,000 00
McKeesport and Belle Vernon,	15,400 00	600,000 00	700,000 00		
McKeesport and Bessemer,		2,200 00	2,200 00	2,200 00	2,200 00
McKeesport Connecting,			800 00	800 00	31,900 00
Mahoning Valley,				45,000 00	45,000 00
Mapleton and Rocky Ridge,					1,000 00
Martin's Creek,	4,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Meadville and Linesville,	200,000 00	200,000 00	200,000 00	200,000 00	
Meadville, Conneaut Lake and Linesville,					200,000 00
Middletown and Hummelstown,		10,000 00	60,010 00	175,000 00	175,000 00
Mifflin and Centre County,	167,775 00	167,775 00	167,775 00	167,775 00	167,775 00

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Mill Creek and Mine Hill Navigation,	$323,375 00	$323,375 00	$323,375 00	$323,375 00	$323,375 00
Mine Hill and Schuylkill Haven,	4,081,900 00	4,081,900 00	4,081,900 00	4,210,200 00	4,210,200 00
Monongahela Connecting,	300,000 00	300,000 00	445,000 00	445,000 00	450,000 00
Monongahela and Chartiers,				2,800 00	
Monongahela River and Streets Run,					3,000 00
Mont Alto,	110,000 00	110,000 00	110,000 00	110,000 00	110,000 00
Montour,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Montrose,	304,900 00	304,900 00	304,900 00	304,900 00	304,900 00
Mount Carbon and Port Carbon,	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Carbon and Natalie,					175,000 00
Mount Jewitt, Kinzua and Wrightsville,				80,000 00	80,000 00
Mount Penn Gravity,			100,000 00	100,000 00	100,000 00
Mount Pleasant and Broadford,	150,500 00	150,500 00	150,500 00	150,500 00	150,500 00
Mount Pleasant and Latrobe,	6,500 00	6,500 00	6,500 00	13,000 00	
Nescopec,	259,000 00	259,000 00	259,000 00	259,000 00	259,000 00
Nesquehoning, Valley,	1,400,000 00	1,412,500 00	1,412,500 00	1,418,600 00	1,418,600 00
Neversink Mountain,			64,450 00	65,000 00	100,000 00
Newcastle and Beaver Valley,	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Newcastle and Butler,		20,000 00	20,000 00	20,000 00	20,000 00
Newcastle and Shenango Valley,		250,000 00	292,250 00	292,250 00	292,250 00
Newport and Sherman's Valley,				102,085 00	126,000 00
New York, Lake Erie and Western,	86,535,900 00	86,535,900 00	85,936,800 00	85,947,100 00	85,963,600 00
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
New York, Lackawanna and Western,	12,000 00	12,000 00	12,000 00	12,000 00	12,000 00
New York, Chicago and St. Louis,	30,000,000 00	30,000,000 00	30,000,000 00	30,000,000 00	30,000,000 00
New York and North Pennsylvania,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
New York, Pennsylvania and Ohio,	44,999,350 00	44,999,350 00	44,999,350 00	44,999,350 00	44,999,350 00
New York, Philadelphia and Chicago,				45,500 00	
New York, Susquehanna and Western,	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00
Nittany Valley,		53,000 00	75,000 00	75,000 00	75,000 00
Northern Central,	7,150,000 00	7,150,000 00	7,521,717 45	7,521,717 45	7,521,717 45
North East Pennsylvania,	81,550 00	81,550 00	400,000 00	400,000 00	400,000 00
North Pennsylvania,	4,556,600 00	4,646,700 00	4,685,450 00	4,720,750 00	4,720,750 00
North and West Branch,	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
Ohio and Baltimore Short Line,	290,000 00	290,000 00	290,000 00	290,000 00	290,000 00
Ohio Connecting,				600,000 00	660,000 00
Olean, Bradford and Warren,		150,000 00		300,000 00	300,000 00

Ontario, Carbondale and Scranton,			1,500,000 00	1,500,000 00	1,500,000 00
Pennsylvania,	106,544,500 00	106,545,400 00	113,488,600 00	123,584,750 00	126,774,050 00
Pennsylvania Company,	20,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00	21,000,000 00
Pennsylvania and Midland,				25,000 00	
Pennsylvania and New York Canal and Railroad,	5,061,700 00	5,061,700 00	1,061,700 00	1,061,700 00	1,061,700 00
Pennsylvania, Poughkeepsie and Boston,			1,750,000 00	2,000,000 00	2,000,000 00
Pennsylvania Schuylkill Valley,	6,503,000 00	6,676,800 00	6,739,850 00	6,931,000 00	7,092,450 00
Pennsylvania and Western,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania and North Western,			1,660,000 00	1,660,000 00	2,000,000 00
Penn Gas Coal Company's Railroad,					377,887 24
People's,	100,000 00	100,000 00	100,000 00	100,000 00	250,000 00
Perkiomen,	38,040 00	38,040 00	38,040 00	38,040 00	38,040 00
Perry County,			62,350 00	64,650 00	65,500 00
Philadelphia and Baltimore Central,	2,495,650 00	2,495,650 00	2,495,650 00	2,495,650 00	2,495,650 00
Philadelphia Belt Line,			20,000 00	200,000 00	200,000 00
Philadelphia and Chester Valley,		755,100 00	755,100 00	755,100 00	755,100 00
Philadelphia and Erie,	10,375,000 00	10,375,000 00	10,375,000 00	10,375,000 00	10,375,000 00
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Philadelphia, Germantown and Norristown,	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00
Philadelphia, Harrisburg and Pittsburg,				2,000,000 00	2,000,000 00
Philadelphia, Newtown and New York,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Philadelphia and Reading,	40,119,211 78	39,480,361 78	39,480,361 78	39,775,361 78	40,105,361 78
Philadelphia and Reading Terminal,		30,000 00	30,000 00	300,000 00	500,000 00
Philadelphia and Trenton,	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore,	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00
Pickering Valley,	95,655 00	95,655 00	95,655 00	95,655 00	95,655 00
Pine Creek,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pittsburg and Castle Shannon,	481,400 00	481,400 00	481,400 00	481,400 00	481,400 00
Pittsburg, Chartiers and Youghiogheny,	593,600 00	593,600 00	593,600 00	593,600 00	700,000 00
Pittsburg, Cincinnati and St. Louis,	8,437,200 00	8,437,200 00	8,437,200 00		
Pittsburg, Cincinnati, Chicago and St. Louis,				43,835,459 24	47,966,691 04
Pittsburg and Connellsville,	1,956,091 05	1,956,991 05	1,944,400 00	1,956,091 05	1,956,091 05
Pittsburg East End,	11,250 00	11,250 00			
Pittsburg, Fort Wayne and Chicago,	30,958,685 71	31,736,285 71	32,090,785 71	33,079,443 13	34,088,574 62
Pittsburg Junction,	1,440,000 00	1,440,000 00	1,440,000 00	1,440,000 00	1,440,000 00
Pittsburg and Lake Erie,	2,050,000 00	2,050,000 00	3,075,000 00	4,000,000 00	4,000,000 00
Pittsburg, McKeesport and Youghiogheny,	3,100,000 00	3,100,000 00	3,259,650 00	3,959,650 00	3,959,650 00
Pittsburg and Moon Run,					100,000 00
Pittsburg and Northern,		150,000 00	150,000 00	150,000 00	150,000 00
Pittsburg, Shenango and Lake Erie,			2,150,000 00		3,000,000 00
Pittsburg, Virginia and Charleston,	1,505,200 00	1,805,200 00	1,906,750 00	2,016,800 00	2,023,900 00
Pittsburg and Western,	12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00	17,000,000 00
Pittsburg and White Hall,	300,000 00				

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Pittsburg, Youngstown and Ashtabula,	$3,033,341 58	$3,033,341 58	$3,033,341 58	$3,033,341 58	$3,033,341 58
Plymouth,	12,050 00	12,050 00	12,050 00	12,050 00	12,050 00
Point Breeze,	. . . . .	7,200 00	7,200 00	7,200 00	7,200 00
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Priceville and Winton,	. . . . .	. . . . .	. . . . .	1,000 00	1,000 00
Reading and Columbia,	958,268 09	958,268 09	958,268 09	958,373 09	958,373 09
Reading, Marietta and Hanover,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Rew City and Eldred,	111,000 00	111,000 00	111,000 00	111,000 00	111,000 00
Reynoldsville and Falls Creek,	. . . . .	. . . . .	. . . . .	. . . . .	170,000 00
Ridgway and Clearfield,	491,000 00	491,000 00	491,000 00	491,000 00	491,000 00
Riegelsville,	5,000 00	5,000 00	. . . . .	. . . . .	. . . . .
River Front,	216,000 00	216,000 00	216,000 00	216,000 00	216,000 00
Rochester, Beaver Falls and Western,	. . . . .	. . . . .	. . . . .	48,125 76	48,125 76
Rupert and Bloomsburg,	. . . . .	. . . . .	50,000 00	50,000 00	50,000 00
Salisbury,	117,800 00	117,800 00	118,029 50	118,029 50	118,029 50
Schuylkill and Lehigh,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Schuylkill River East Side,	. . . . .	4,500,000 00	4,500,000 00	4,500,000 00	4,500,000 00
Schuylkill River West Side,	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Schuylkill Valley Navigation Railroad,	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Sewickley and Jeannette,	. . . . .	. . . . .	. . . . .	. . . . .	3,000 00
Shade Creek,	. . . . .	. . . . .	7,700 00	7,700 00	12,500 00
Shamokin, Sunbury and Lewisburg,	1,000,000 00	1,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Shamokin Valley and Pottsville,	869,450 00	869,450 00	869,450 00	869,450 00	869,450 00
Sharon,	421,100 00	426,950 00	438,300 00	453,350 00	453,350 00
Sharon and State Line,	400 00	400 00	400 00	. . . . .	. . . . .
Sharpsville,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Sheffield and Spring Creek,	3,000 00	3,000 00	3,000 00	3,000 00	9,000 00
Shenango Valley,	6,000 00	6,000 00	6,000 00	60,000 00	60,000 00
Sherrick Run,	50,000 00	50,000 00	50,000 00	50,000 00	. . . . .
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	90,000 00	90,000 00
Slate Run,	75,000 00	75,000 00	75,000 00	81,000 00	81,000 00
Slatington,	. . . . .	20,000 00	20,000 00	20,000 00	20,000 00
Somerset County,	79,453 40	83,223 20	74,300 00	74,300 00	74,300 00
Somerset and Cambria,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
South Chester,	. . . . .	. . . . .	. . . . .	. . . . .	25,000 00
South Easton and Philipsburg,	. . . . .	. . . . .	7,500 00	75,000 00	75,000 00
South Fork,	. . . . .	. . . . .	. . . . .	28,000 00	28,000 00

South Mountain,		200,000 00	200,000 00	200,000 00	
Southwest Pennsylvania,	998,850 00	998,850 00	1,499,900 00	1,499,900 00	1,499,900 00
Southern Pennsylvania Railway and Mining Co.,			800,000 00	800,000 00	800,000 00
State Line (Pittsburg),		26,000 00	26,000 00	26,000 00	26,000 00
State Line and Middlesex,	1,000 00	1,000 00			
State Line and Sullivan,	984,650 00	983,650 00	983,550 00	983,550 00	983,550 00
Stewart,	500 00	500 00	7,700 00	7,700 00	7,700 00
Stewartstown,	70,000 00	70,000 00	70,000 00	70,000 00	70,000,00
Stony Creek,	176,100 00	176,100 00	176,100 00	176,100 00	176,100 00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000 000 00	1,000,000 00	1,000,000 00
Sunbury and Lewistown,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Susquehanna and Buffalo,					177,300 00
Susquehanna and Clearfield,	286,000 00	286,000 00	286,000 00	286,000 00	286,000 00
Susquehanna,					70,000 00
Sugar Run,					28,300 00
Tamaqua, Hazleton and Northern,				2,000 00	300,000 00
Tiadaghton and Fahnastalk,					30,000 00
Tioga,	580,900 00	580,900 00	580,900 00	580,900 00	580,900 00
Tionesta and Clarion,	45,600 00				
Tionesta Valley,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Tipton,	43,250 00	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Cut-off,			10,000 00	10,000 00	100,000 00
Tresekow,	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Trout Run,			25,000 00	25,000 00	25,000 00
Turtle Creek Valley,		100,000 00	100,000 00	100,000 00	250,000 00
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Union,			2,500 00	2,500 00	5,000 00
Ursina and North Fork,					20,000 00
Warren and Farnsworth,	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Waynesburg and Washington,	101,804 97	101,804 97	101,854 97	101,854 97	101,854 97
West Chester,	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
Western Maryland,	684,150 00	684,700 00	1,008,700 00	1,008,700 00	1,008,750 00
Western New York and Pennsylvania,		30,000,000 00	30,000,000 00	30,000,000 00	30,000,000 00
Western Pennsylvania,	1,300,000 00	1,775,000 00	1,775,000 00	1,775,000 00	1,775,000 00
West Penn and Shenango Connecting,	500,000 00				
Wheeling, Pittsburg and Baltimore,	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00
Wilcox,	25,000 00	25,000 00	25,000 00	25,000 00	25,000 00
Wilcox and Rocky Run,				25,000 00	25,000 00
Wilkes-Barre and Harvey's Lake,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Wilkes-Barre and Scranton,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Wilkes-Barre and Western,	455,100 00	455,100 00	455,000 00	455,000 00	620,000 00
William's Valley,			4,500 00	4,500 00	4,500 00
Williamsport and North Branch,	676,700 00	721,700 00	749,200 00	749,200 00	749,200 00

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Wilmington and Northern,	$1,278,050 00	$1,278,050 00	$1,278,050 00	$1,278,050 00	$1,278,050 00
Wind Gap and Delaware,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
York and Peach Bottom,	249,250 00	249,250 00	125,000 00	125,000 00	. . . . .
Youghiogheny, Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
	$739,476,849 24	$766,260,715 40	$784,220,397 65	$841,673,998 92	$881,477,781 75

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Addison and Pennsylvania,	$702,240 61	$694,950 16	$744,664 40	$787,257 77	$799,215 32
Allegheny and Kinzua,	. . . . .	. . . . .	. . . . .	499,609 30	311,210 30
Allegheny Valley,	32,533,030 00	32,357,775 00	33,236,659 48	33,425,781 99	17,788,536 92
Allentown,	942 45	942 45	12,745 37	12,745 37	12,745 37
Allentown Terminal,	. . . . .	. . . . .	453,674 71	510,827 44	527,282 40
Altoona and Wapsononoek,	. . . . .	. . . . .	. . . . .	28,000 00	57,615 00
Arnot and Pine Creek,	. . . . .	. . . . .	3,350 74	3,350 74	3,350 74
Bald Eagle Valley,	372,000 00	368,000 00	370,119 67	356,188 25	352,944 47
Baltimore and Cumberland Valley,	72,800 00	72,800 00	72,800 00	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,	240,481 22	240,481 22	230,000 00	230,000 00	230,000 00
Baltimore and Harrisburg,	690,000 00	690,000 00	761,347 50	774,208 15	787,162 87
Baltimore and Harrisburg Western Extension,	. . . . .	. . . . .	240,000 00	240,000 00	240,000 00
Baltimore and Lehigh,	. . . . .	. . . . .	. . . . .	. . . . .	2,151,719 21
Baltimore and Philadelphia,	4,867,500 00	4,867,500 00	6,586,919 73	6,747,803 40	6,955,453 73
Bangor and Portland,	306,600 00	317,600 00	318,900 00	320,000 00	320,000 00
Barclay Coal Company's Railroad,	80,000 00	80,000 00	77,478 00	76,000 00	81,000 00
Beaver and Ellwood,	. . . . .	. . . . .	. . . . .	52,935 73	73,315 64
Bedford and Bridgeport,	7,226,500 00	7,296,500 00	7,331,500 00	1,700,309 75	1,702,834 68
Beech Creek,	5,000,000 00	5,000,000 00	5,505,980 21	5,502,963 26	5,887,560 34

Bellefonte Central,					15,152 67
Berlin,	32,127 38	39,314 24	48,156 65	58,806 91	67,584 88
Berlin Branch,	49,617 26	49,867 26	51,243 58	58,846 73	65,054 01
Bloomsburg and Sullivan,					600,000 00
Bradford, Bordell and Kinzua,	846,929 82	568,266 88	694,662 56	711,260 10	660,404 70
Bradford, Bordell and Smethport,			3,686 84	17,036 13	17,036 13
Bradford, Eldred and Cuba,	853,154 64	896,492 39	951,003 62	983,346 64	1,015,467 97
Bradford, Richburg and Cuba,	156,369 50	156,369 50	156,369 50		
Bradford and Western Pennsylvania,					376 15
Brownstone and Middleton,					1,597 18
Buffalo, New York and Philadelphia,	580,000 00	580,000 00	806,606 74	580,000 00	823,543 61
Buffalo, Rochester and Pittsburg,	8,448,807 28	9,540,082 70	9,145,071 38	9,561,191 18	9,880,481 29
Bustleton,				3,811 30	12,332 50
Cambria and Clearfield,			213,015 95	247,962 72	1,129,597 51
Catasauqua and Fogelsville,	138,000 00	138,000 00	166,284 53	151,274 66	1,642,284 18
Catawissa,	1,802,350 00	1,802,350 00	1,617,000 00	1,617,000 00	1,617,000 00
Chambersburg and Gettysburg,					5,089 72
Chartiers,	530,000 00	530,000 00	505,355 00	504,778 75	505,618 25
Chester Creek,	185,000 00	185,000 00	196,745 00	197,061 50	196,163 00
Chester and Delaware River,	195,100 99	195,100 99	212,431 84	212,431 84	277,785 56
Chestnut Hill,					499 50
Clarion River,					17,330 51
Cleveland and Pittsburg,	5,201,343 63	5,150,343 63	6,669,628 63	6,665,409 77	7,487,233 43
Colebrookdale,	670,644 35	654,463 66	866,325 89	889,275 09	912,725 67
Columbia and Port Deposit,	2,945,356 26	2,940,608 00	2,946,140 00	1,801,491 41	1,805,029 73
Connecting,	1,699,359 51	1,706,960 84	1,920,758 29	1,976,256 06	2,053,047 81
Corning, Cowanesque and Antrim,	1,250,000 00	1,250,000 00	1,250,000 00	1,254,758 69	890,000 00
Cornwall,	70,808 28	90,000 00	67,000 00	62,143 00	34,000 00
Cornwall and Lebanon,	697,638 46	678,618 58	835,581 71	800,000 00	877,206 96
Confluence and Oakland,			200,000 00	215,136 22	231,718 06
Coudersport and Port Allegheny,			75,000 00	75,000 00	75,000 00
Cresson, Clearfield County and New York Short Route,	778,800 00	813,820 58		893,110 66	844,343 45
Cumberland Valley,	270,000 00	270,000 00	493,371 86	373,824 11	398,916 67
Crescent Connecting,					5,009 60
Delaware and Hudson Canal Company's Railroad,	15,378,000 00	15,378,000 00	15,378,000 00	16,047,889 08	17,575,966 25
Delaware, Lackawanna and Western,	3,674,000 00	3,674,000 00	11,797,644 05	12,664,147 54	13,117,545 85
Delaware River and Lancaster,	2,002,323 04	2,002,367 51	2,004,890 68	347,918 18	373,488 62
Delaware, Susquehanna and Schuylkill,			97,097 51	51,166 70	726,298 08
Dillsburg and Mechanicsburg,	100,000 00	100,000 00	109,171 50	110,307 20	116,883 75
Downingtown and Lancaster,		250,000 00	491,553 29	369,569 80	408,947 83
Dunkirk, Allegheny Valley and Pittsburg,	3,469,344 31	3,461,575 38	3,151,619 93	3,114,436 34	3,165,164 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
East Broad Top,	$558,162 53	$561,985 27	$683,846 89	$702,051 75	$719,208 75
East Mahony,	. . . . .	. . . . .	16,927 08	18,590 08	17,820 16
East Pennsylvania,	495,900 00	495,000 00	495,000 00	495,045 89	495,045 89
Easton and Northern,	. . . . .	. . . . .	. . . . .	. . . . .	63,665 93
Edgewood,	19,532 64	19,532 64	19,532 64	. . . . .	. . . . .
Elmira and Williamsport,	1,570,000 00	1,570,000 00	1,570,095 00	1,600,095 00	1,600,095 00
Emporium and Rich Valley,	. . . . .	. . . . .	. . . . .	. . . . .	10,285 07
Erie and Pittsburg,	3,299,034 21	3,306,879 04	3,303,381 84	3,414,857 00	3,409,944 60
Erie and Wyoming Valley,	3,730,620 71	3,725,152 55	3,788,546 05	3,740,576 31	3,659,949 02
Falls Creek,	. . . . .	. . . . .	1,078 65	4,738 54	3,003 61
Gettysburg and Harrisburg,	368,027 02	370,710 07	388,330 80	466,660 44	681,528 48
Hanover and York,	191,100 00	191,100 00	245,048 37	225,318 02	210,092 50
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	700,000 00	760,474 75	758,090 50	758,847 25
Hunter's Run and Slate Belt,	. . . . .	. . . . .	. . . . .	. . . . .	46,009 81
Huntingdon and Broad Top Mountain,	2,399,395 00	2,399,395 00	2,280,500 00	2,280,500 00	2,960,500 00
Ironton,	. . . . .	. . . . .	5,709 36	10,134 59	6,896 54
Jamestown and Franklin,	2,020,422 84	2,024,120 42	2,028,144 94	2,028,977 20	2,024,185 68
Jefferson,	2,300,000 00	2,300,000 00	4,476,727 45	3,100,000 00	4,478,531 83
Johnsonburg,	. . . . .	. . . . .	225,051 03	235,161 84	242,190 74
Jones Lake,	225 59	. . . . .	. . . . .	. . . . .	. . . . .
Junction,	725,000 00	725,000 00	736,747 19	740,372 97	740,075 86
Kensington and Tacony,	11,092 50	39,419 08	46,514 99	99,272 54	96,474 31
Kinzua Creek and Kane,	. . . . .	2,340 00	6,166 67	5,023 53	8,579 40
Kinzua Valley,	. . . . .	. . . . .	. . . . .	3,798 97	1,459 48
Lackawanna and Montrose,	. . . . .	. . . . .	. . . . .	17,067 82	7,337 63
Lancaster and Reading Narrow Gauge,	350,000 00	350,000 00	350,000 00	. . . . .	. . . . .
Lake Shore and Michigan Southern,	46,766,000 00	46,516,000 00	48,796,417 19	48,647,420 07	49,494,377 15
Lehigh and Lackawanna,	601,111 66	601,521 94	601,521 94	600,000 00	600,000 00
Lehigh Valley,	25,257,000 00	25,044,000 00	30,482,233 02	29,875,000 00	37,846,523 75
Lewisburg and Tyrone,	330,000 00	330,000 00	299,022 49	295,123 96	294,174 65
Ligonier Valley,	75,000 00	75,000 00	75,000 00	82,481 69	86,323 23
Little Saw Mill Run,	178,500 00	178,500 00	178,500 00	178,500 60	178,500 00
Little Schuylkill Navigation,	. . . . .	. . . . .	. . . . .	. . . . .	18,525 70
Littlestown,	55,265 50	55,265 50	58,644 20	59,265 00	56,439 17
Loyalsock,	. . . . .	. . . . .	. . . . .	. . . . .	151,227 61
McKeesport and Belle Vernon,	. . . . .	44,000 00	612,080 18	. . . . .	. . . . .

McKeesport and Bessemer,			15,352 03	419.157 54	526,714 16
McKeesport Connecting,				40,657 02	5,976 52
Mahoning Valley,				117,205 86	153,889 67
Mauch Chunk, Summit Hill and Switch-Back,					875 85
Martin's Creek,	24,699 83				
Meadville, Conneaut Lake and Linesville,	150,000 00	150,000 00	200,000 00	200,000 00	183,000 00
Middletown and Hummelstown,				26,344 75	35,407 01
Mifflin and Centre County,	200,000 00	215,499 70	280,034 24	265,675 04	244,841 14
Mill Creek and Mine Hill,			188 75	1,660 62	43 75
Monongahela Connecting,		213,200 00	240,114 77	248,902 93	241,372 97
Monongahela River and Streets Run,					32,120 29
Mont Alto,	125,000 00	125,000 00	224,649 16	254,816 77	262,827 52
Montour,	200,000 00	200,000 00		100,000 00	100,000 00
Montrose,					166 64
Mount Carbon and Port Carbon,			858 30	2,552 40	858 30
Mount Carmel and Natalie,					100,726 86
Mount Jewett, Kinzua and Wrightsville,				42,440 42	59,709 60
Mount Penn Gravity,			100 00	35,100 00	75,000 00
Nescopec,	212,649 90	235,245 01	255,428 94	264,808 60	274,930 34
Nesquehoning Valley,	5,774 58		8,291 11	840 69	1,265 69
Neversink Mountain,				116,553 05	167,407 76
Newcastle and Beaver Valley,			1,966 49	1,966 49	1,966 49
Newcastle and Shenango Valley,		230,000 00	250,000 00	250,000 00	256,060 06
Newport and Sherman's Valley,				60,000 00	108,746 84
New York, Lake Erie and Western,	78,550,865 10	78,567,245 10	83,445,373 32	83,471,082 30	84,772,522 79
New York, Lake Erie and Western Coal,	3,086,632 65	3,086,632 65	3,000,000 00	3,000,000 00	3,000,000 00
New York, Chicago and St. Louis,	20,000,000 00	19,890,000 00	20,461,525 69	20,473,025 12	20,446,256 19
New York and North Pennsylvania,	50,000 00	50,000 00	50,000 00	50,045 06	51,694 17
New York, Pennsylvania and Ohio,	104,328,167 41	107,079,479 02	111,950,899 96	114,259,936 08	116,623,678 55
New York, Susquehanna and Western,	8,602,366 66	8,391,610 81	8,136,000 00	8,552,000 00	10,352,506 94
Nittany Valley,		80,600 00	89,687 59	89,338 23	91,400 00
Northern Central,	14,697,000 00	14,588,000 00	15,755,696 39	16,265,375 18	15,836,816 91
North East Pennsylvania,	435,016 12	449,831 95	762,575 80	818,891 00	878,090 83
North Pennsylvania,	7,142,500 00	7,200,000 00	7,540,296 54	7,371,246 76	7,514,776 11
North and West Branch,	1,500,000 00	1,500,000 00	1,501,198 50	1,512,239 30	1,547,321 45
Ohio and Baltimore Short Line,	1,233,002 16	1,295,193 24	1,394,789 25	1,474,674 95	1,523,516 72
Ohio Connecting,				692,966 90	704,653 58
Oil City and Ridgway,	15,000 00				
Ontario, Carbondale and Scranton,			1,536,851 83	1,975,740 82	2,019,491 87
Pennsylvania,	63,380,690 00	63,378,740 44	100,170,526 29	101,553,526 15	100,043,680 18

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Pennsylvania Company,	$16,499,000 00	$18,846,060 00	$27,010,159 28	$27,040,826 63	$30,530,095 73
Pennsylvania and New York Canal and R. R.,	4,109,082 02	3,002,000 00	10,016,000 00	10,045,969 13	10,081,319 65
Pennsylvania, Poughkeepsie and Boston,	1,500,000 00	7,860,027 62	2,570,004 58	3,172,803 53	3,459,436 45
Pennsylvania Schuylkill Valley,	7,435,022 32		7,689,699 68	7,620,991 61	7,744,326 93
Pennsylvania and Western,	200,000 00	200,000 00			
Pennsylvania and North Western,			1,747,129 27	1,660,586 35	2,152,717 56
People's,	23,000 00	23,000 00	37,260 59	36,683 78	37,084 88
Perkiomen,	2,832,341 93	2,927,550 10	2,915,527 39	2,904,625 36	2,941,497 58
Perry County,			59,250 00	52,972 45	59,587 50
Philadelphia and Baltimore Central,	2,161,562 50	2,161,512 50	2,109,432 08	2,201,933 25	2,201,881 00
Philadelphia Belt Line,				7,440 18	8,462 20
Philadelphia and Chester Valley,		322,431 00	380,914 51	380,965 55	400,190 16
Philadelphia and Erie,	19,389,000 00	19,474,000 00	19,474,000 00	19,674,000 00	19,680,314 00
Philadelphia, Germantown and Chestnut Hill,	1,211,357 75	1,247,500 00	1,071,800 00	1,071,800 00	1,309,017 99
Philadelphia, Germantown and Norristown,					5,185 50
Philadelphia, Harrisburg and Pittsburg,				1,041,580 45	1,144,542 44
Philadelphia, Newtown and New York,	700,000 00	700,000 00	868,416 59	949,480 96	946,079 29
Philadelphia and Reading,	99,775,179 72	144,436,058 08	150,766,504 51	154,720,767 80	153,800,402 45
Philadelphia and Reading Terminal,			153,241 93	1,213,708 07	397,009 73
Philadelphia and Trenton,			1,600,887 07	1,666,597 05	1,855,177 33
Philadelphia, Wilmington and Baltimore,	3,576,666 66	4,576,666 66	5,803,763 46	7,003,657 53	7,435,221 47
Pickering Valley,	703,706 65	699,738 15	834,150 61	852,990 97	871,635 08
Pine Creek,	3,951,511 59	3,973,839 53	4,404,690 51	4,013,370 38	4,008,277 60
Pittsburg and Castle Shannon,	67,624 49	57,220 87	195,742 51	250,362 53	282,138 65
Pittsburg, Chartiers and Youghiogheny,	670,819 27	727,355 68	769,863 43	783,976 37	727,114 92
Pittsburg, Cincinnati and St. Louis,	12,617,000 00	12,617,000 00	16,811,885 41		
Pittsburg, Cincinnati, Chicago and St. Louis,				43,919,409 50	45,770,802 80
Pittsburg and Connellsville,	21,620,479 32	22,280,735 09	23,395,556 81	23,993,584 86	24,770,800 71
Pittsburg, Fort Wayne and Chicago,	12,410,000 00	12,410,000 00	13,103,943 41	13,071,431 91	13,134,676 15
Pittsburg Junction,	1,984,075 56	1,639,676 71	1,823,806 09	1,880,807 15	2,004,432 58
Pittsburg and Lake Erie,	3,330,198 26	3,766,081 01	4,182,396 88	4,366,499 39	4,839,804 80
Pittsburg, McKeesport and Youghiogheny,	3,100,000 00	3,100,000 00	3,169,834 72	3,750,000 00	3,750,000 00
Pittsburg and Moon Run,					100,000 00
Pittsburg and Northern,			46,274 53	49,013 38	49,520 06
Pittsburg, Shenango and Lake Erie,			1,750,680 45		3,253,892 08
Pittsburg, Virginia and Charleston,	3,010,100 00	3,010,000 00	3,611,998 00	3,097,419 64	3,922,605 46
Pittsburg and Western,	9,575,935 00	10,286,803 61	12,445,037 29	12,573,690 14	14,761,808 23

Pittsburg, Youngstown and Ashtabula,	2,685,000 00	2,772,000 00	3,372,000 00	3,372,000 00	3,378,916 29
Pomeroy and Newark,	79,008 09	96,285 20	126,210 81	149,304 01	181,262 77
Reading and Columbia,	2,192,910 19	2,199,717 36	2,880,577 63	2,922,363 65	2,975,802 51
Reading, Marietta and Hanover,			82,587 11	82,587 11	82,587 11
Rew City and Eldred,	2,087 40	2,087 40	2,087 40	2,118 60	2,118 60
Reynoldsville and Falls Creek,					178,486 11
Ridgway and Clearfield,	491,000 00	491,000 00	491,000 00	491,000 00	491,500 80
River Front,	332,418 85	335,213 52	407,672 62	367,857 50	380,143 81
Rupert and Bloomsburg,			9,452 24	12,707 11	20,852 99
Salisbury,	150,000 00	157,436 55	159,713 60	150,000 00	151,841 00
Schuylkill and Lehigh,	600,000 00	600,000 00	1,031,448 45	1,031,448 45	1,031,448 45
Schuylkill River East Side,		4,573,231 82	4,547,449 38	4,500,000 00	4,500,000 00
Schuylkill River West Side,	2,859 10	2,859 10	1,359 10	1,359 10	1,359 10
Schuylkill Valley Navigation Railroad,			439 80	1,834 92	404 80
Sewickley and Jeannette,					3,000 00
Shade Creek,				722 50	137 16
Shamokin, Sunbury and Lewisburg,	1,664,479 44	1,670,851 68	1,974,607 89	2,000,250 45	2,000,250 45
Shamokin Valley and Pottsville,	2,000,000 00	2,000,000 00	2,073,350 00	2,072,974 00	2,073,375 00
Sharon,	577,100 00	582,950 00	164,016 63	164,000 00	164,000 00
Sharpsville,	81,413 11	85,734 33	93,219 56	115,493 27	115,133 77
Sheffield and Spring Creek,					12,000 00
Shenango Valley,	55,200 00	111,858 98	4,171 71		67,787 33
Sinnemahoning Valley,				2,113 23	203 53
Slate Run,					12,006 84
Somerset County,	12,000 00	6,000 00	6,000 00	6,000 00	6,000 00
Somerset and Cambria,	782,500 00	769,230 18	754,500 00	754,500 00	754,500 00
South Easton and Phillipsburg,				7,899 12	7,899 12
South Fork,				23,750 49	76,766 75
South Mountain,	100,000 00	100,000 00	100,000 00	100,000 00	
South West Pennsylvania,	901,150 00	901,150 00	1,033,268 16	910,694 83	931,115 64
Southern Pennsylvania,	625,000 00	625,000 00	649,855 03	629,558 55	
State Line,		5,347 14			
State Line and Sullivan,	300,000 00	300,000 00	329,074 69	300,000 00	303,041 11
Stewart,		7,322 59			
Stony Creek,	773,287 43	818,605 30	825,748 23	857,554 53	925,821 08
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00	2,535,000 00	2,537,611 50	2,537,649 50	2,538,364 30
Sunbury and Lewistown,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Susquehanna and Buffalo,					19,911 64
Susquehanna and Clearfield,	327,500 00	334,750 00	340,385 02	355,492 68	366,600 61
Tamaqua, Hazleton and Northern,					33,000 00
Tiadaghton and Fahnastalk,					21,156 98
Tioga,	819,042 00	819,942 00	789,842 00	789,500 00	789,842 00
Tionesta Valley,	101,464 69	92,471 77	79,943 93	60,178 95	40,182 14

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Trenton Cut-off,			$467,063 18	$1,251,815 76	$1,201,285 28
Treskow,	$103,537 02	$103,537 02	137,378 40	141,017 40	141,570 87
Turtle Creek Valley,		44,333 03	92,987 13	104,920 50	37,635 06
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,032,370 33	1,043,588 16	1,059,065 04
Union,				14,694 42	18,896 70
Waynesburg and Washington,	98,900 00	98,900 00	140,026 23	142,258 69	135,308 03
West Chester,	75,000 00	75,000 00	103,496 96	103,898 63	103,986 13
Western Maryland,	4,444,481 57	4,572,023 21	5,457,843 62	5,373,573 49	5,405,308 03
Western New York and Pennsylvania,		30,600,275 88	31,592,287 91	32,479,431 30	33,233,775 02
Western Pennsylvania,	4,200,000 00	4,225,000 00	4,292,090 24	4,261,004 47	4,249,095 97
West Penn and Shenango Connecting,	484,664 52				
Wheeling, Pittsburg and Baltimore,	5,500,000 00	5,583,379 24	5,500,000 00	5,500,000 00	5,500,000 00
Wilcox and Rocky Run,				591 46	393 59
Wilkes-Barre and Harvey's Lake,	43,674 78	54,721 35	102,056 64	152,316 08	176,981 78
Wilkes-Barre and Scranton,		500,000 00	500,000 00	500,000 00	569,273 68
Wilkes-Barre and Western,	407,000 00	407,000 00	396,000 00	396,000 00	620,000 00
Williamsport and Clearfield,			230,000 00	230,000 00	230,000 00
Williamsport and North Branch,	400,000 00	390,000 00	408,773 87	398,672 19	403,895 17
Wilmington and Northern,	287,900 00	500,000 00	636,549 02	693,296 36	771,043 88
Wind Gap and Delaware,	43,417 64	107,542 17	110,017 72	113,038 70	126,821 68
York and Peach Bottom,	333,158 70	333,158 70	245,000 00	245,000 00	
Youghiogheny, Northern,					1,569 40
	$768,626,741 17	$856,074,872 53	$976,502,589 54	$1,011,141,299 26	$1,033,295,617 65

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Addison and Pennsylvania,	$1,292,740 61	$1,301,744 33	$1,317,519 98	$1,331,051 74	$1,361,365 71
Allegheny and Kinzua,				1,008,545 44	801,187 97
Allegheny Valley,	24,049,540 30	24,049,540 30	24,049,540 30	24,049,540 30	42,547,604 23
Allentown,	1,084,652 71	1,084,652 71	1,085,747 94	1,085,747 94	1,085,747 94

Allentown Terminal,			825,941 12	959,402 07	976,846 05
Altoona, Clearfield and Northern,					86,895 00
Altoona and Wapsononock,				55,600 00	
Arnot and Pine Creek,	255,000 00	257,522 01	258,350 74	258,350 74	258,350 74
Bald Eagle Valley,	1,341,259 61	1,353,770 10	1,853,551 03	1,879,137 78	1,880,016 50
Baltimore and Cumberland Valley,	152,432 05	153,432 05			
Baltimore and Cumberland Valley Extension,	510,481 22	510,481 22			
Baltimore and Harrisburg,		1,459,892 01	1,452,609 70	1,452,609 70	1,454,102 18
Baltimore and Lehigh,					4,786,571 65
Baltimore and Philadelphia,	5,127,101 65		9,860,955 83	9,860,953 83	9,860,953 83
Bangor and Portland,	427,700 00	438,700 00	455,317 91	477,989 12	495,998 99
Barclay Coal Company's Railroad,	662,600 00	662,600 00	71,529 50		
Barclay,					483,204 14
Beaver and Elwood,				102,737 74	111,599 92
Bedford and Bridgeport,	1,442,929 94	1,443,127 00	1,443,127 59	2,300,309 75	2,303,202 13
Beech Creek,			9,997,253 34	10,000,000 00	10,000,000 00
Bellefonte Central,					518,306 59
Berlin,			50,112 10	50,425 09	50,425 09
Berlin Branch,	76,726 19	93,062 45	77,326 19	77,326 19	77,326 19
Bloomsburg and Sullivan,					1,197,650 00
Bradford, Bordell and Kinzua,	607,706 98	609,668 38	613,800 73	613,800 32	613,923 56
Bradford, Bordell and Smethport,	100,000 00	100,000 00	103,686 84	117,036 13	117,036 13
Bradford, Eldred and Cuba,	1,118,366 60	1,116,316 41	556,680 01	554,822 57	552,426 50
Bradford, Richburg and Cuba,	156,369 50	156,369 50	156,369 50		
Bradford and Western Pennsylvania,					31,283 93
Brockport and Shawmut,			21,195 26	21,195 26	21,195 26
Brownstone and Middletown,					25,000 00
Buffalo, Bradford and Pittsburg,	2,866,400 00	2,866,400 00	3,092,006 74	3,108,258 34	3,109,943 61
Buffalo, New York and Philadelphia,	41,300,321 17				
Buffalo, Rochester and Pittsburg,	17,521,548 27	18,010,337 40	18,742,341 01	19,770,453 46	20,124,637 68
Bustleton,				100,000 00	100,000 00
Cambria and Clearfield.		292,893 31	510,241 05	582,721 05	1,864,155 84
Catasauqua and Fogelsville,	658,335 59	658,335 59	658,335 59	711,850 72	711,778 02
Catawissa,	6,206,668 08	6,206,668 00	6,206,668 08	6,206,668 08	6,206,668 08
Chambersburg and Gettysburg,				153,066 37	204,240 00
Chartiers,	1,121,762 17	1,121,762 17	1,121,762 17	1,121,762 17	1,121,762 17
Chester Creek,	457,100 00	457,100 00	457,100 00	457,100 00	457,100 00
Chester and Delaware River,	220,915 21	220,915 21	251,981 84	251,981 84	310,117 53
Clarion River,				50,778 15	112,947 83
Cleveland and Pittsburg,	17,423,061 01	17,509,418 15	17,851,080 07	17,951,760 61	18,224,746 06
Colebrookdale,	672,029 58	672,020 58	672,341 93	672,341 93	672,341 93
Columbia and Port Deposit,	2,033,795 22	2,036,181 74	2,047,853 47	2,403,248 46	2,406,786 78

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Connecting,	$2,947,659 51	$2,985,260 84	$3,196,780 84	$3,252,248 61	$3,327,690 36
Corning, Cowanesque and Antrim,	3,250,000 00	3,250,000 00	3,250,000 00	4,976,137 70	2,062,692 28
Cornwall,	847,971 21	879,622 62	854,030 69	867,011 51	865,096 96
Cornwall and Lebanon,	1,307,420 43	1,254,567 14	1,421,216 33	1,528,416 45	1,554,147 83
Confluence and Oakland,			230,000 00	230,053 13	231,176 57
Coudersport and Port Allegheny,	163,000 00	163,000 00	243,468 00	263,418 00	272,468 00
Cresson, Clearfield County and New York Short Route,					
Cumberland Valley,	1,994,709 21	2,003,420 77	2,019,416 70	1,849,841 96 2,042,428 72	1,853,507 92 2,206,158 14
Crescent Connecting,					13,726 61
Danville and Riverside,	4,258 23				
Danville and Shamokin,		26,710 00	26,710 00	26,710 00	26,710 00
Dauphin and Berks,				100,000 00	100,000 00
Delaware and Hudson Canal Company's Railroad,	6,424,599 36	6,630,100 13	5,722,928 72	5,779,766 71	5,792,823 20
Dalaware, Lackawanna and Western,	34,669,225 78	26,598,390 79	26,699,133 50	27,604,230 96	26,849,763 53
Delaware River and Lancaster,	23,862 94	29,807 41		549,556 00	558,174 92
Delaware, Susquehanna and Schuylkill,			138,596 11	553,321 21	1,131,608 95
Dillsburg and Mechanicsburg,			203,887 74	212,842 92	215,113 02
Downingtown and Lancaster,		500,000 00	671,388 40	706,761 78	706,969 94
Dunkirk, Allegheny Valley and Pittsburg,	4,820,875 07	4,820,875 07	4,541,256 67	4,541,256 67	4,541,256 67
East Broad Top,	1,112,910 74	1,122,876 99	1,125,582 08	1,132,102 54	1,136,469 09
East Mahanoy,	497,743 44	479,743 44	497,792 68	497,792 68	497,792 68
East Pennsylvania,	1,890,050 08	1,890,050 08	1,905,586 01	1,905,586 01	1,905,586 01
Easton and Northern,					263,665 93
Edgewood,	48,172 36	30,172 36	21,532 64	21,532 64	
Elmira and Williamsport,	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00
Eporium and Rich Valley,				8,560 32	88,015 28
Erie and Pittsburg,	5,076,662 44	5,076,662 44	5,076,662 44	5,076,662 44	5,087,873 97
Erie and Wyoming Valley,	5,148,559 70	5,149,879 83	5,449,196 68	5,450,796 76	5,420,653 20
Falls Creek,					29,496 63
Fayette County,	130,000 00	130,000 00			
Ferney Mountain,				31,500 00	
Gettysburg and Harrisburg ,	567,488 91	567,488 91	568,288 91	576,157 67	1,207,121 28
Grassey Island,		9,566 72	9,566 72	9,703 70	9,703 70
Hanover and York,			371,826 48	371,826 48	371,826 48

Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550 00	1,882,550 00	1,881,210 09	1,881,210 09	1,881,210 09
Hunter's Run and Slate Belt,					52,717 86
Huntingdon and Broad Top Mountain,	5,623,420 47	5,661,696 96	5,697,419 17	5,796,670 57	5,840,344 89
Ironton,	268,000 00	268,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	2,556,680 38	2,556,864 82	2,631,864 82	2,631,864 82	2,638,230 08
Jefferson,	4,396,050 00		6,572,777 45	6,572,785 35	6,574,581 83
Johnsonburg,			399,278 34	400,781 59	400,953 34
Jones Lake,	15,867 67	20,000 00			
Junction,	1,018,719 95	1,018,719 95	1,062,404 40	1,034,829 40	1,034,829 40
Kensington and Tacony,	111,092 50	139,419 08	146,514 99	214,987 71	296,189 48
Kettle Creek,			2,305 38	2,322 04	
Kinzua Creek and Kane,		24,000 00	69,084 80	65,589 39	72,564 55
Kinzua Valley,			13,028 00	35,411 57	
Lackawanna and Montrose,				39,372 72	134,438 91
Lancaster and Reading Narrow Gauge,			142,041 43		
Lake Shore and Michigan Southern,	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00
Lehigh and Lackawanna,	971,611 66	972,021 94	972,021 94	972,021 94	970,500 00
Lehigh and Susquehanna,	14,423,832 30	14,557,599 69	14,785,852 45	14,931,907 97	15,045,697 42
Lehigh Valley,	37,329,479 99	38,676,169 20	35,880,962 39	38,204,267 28	38,051,001 39
Lewisburg and Tyrone,	1,562,107 67	1,562,113 29	1,566,287 94	1,566,287 94	1,566,287 94
Ligonier Valley,	242,801 49	243,319 19	254,608 93	265,705 73	276,306 89
Little Saw Mill Run,	362,769 07	351,279 75	351,279 75	354,346 60	347,742 28
Little Schuylkill Navigation,	1,416,187 00	1,416,187 00			2,405,943 75
Littlestown,	115,616 00	115,616 00	74,850 00	74,850 00	74,850 00
Loyalsock,	51,249 99	71,623 15	154,197 22	213,588 91	301,227 61
Lykens Valley,	578,767 24	587,767 24	595,767 24	595,767 14	595,767 24
McKeesport and Belle Vernon,	14,541 79	642,469 77	1,300,000 00		
McKeesport and Bessemer,		2,183 54	17,502 03	441,207 54	538,462 90
McKeesport Connecting,				45,602 90	52,431 62
Mahoning Valley,				159,179 96	183,742 58
Martin's Creek,	28,420 33	30,000 00	30,000 00	30,000 00	30,000 00
Mauch Chunk, Summit Hill and Switch-Back,					2,386 21
Meadville, Conneaut Lake and Linesville,					383,000 00
Middletown and Hummelstown,			71,485 00	121,820 88	127,520 61
Mifflin and Centre County,	365,789 39	365,989 39	365,939 39	365,939 39	365,939 39
Mill Creek and Mine Hill Navigation,	323,045 00	323,045 00	323,045 00	323,045 00	223,045 00
Mine Hill and Schuylkill Haven,				128,336 30	4,165,572 49
Monongahela Connecting,	496,038 45	560,823 00	682,028 38	706,023 19	717,195 90
Monongahela River and Streets Run,					32,120 29
Mont Alto,	342,134 25	235,000 00	235,000 00	235,000 00	235,000 00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Montour,	. . . . .	. . . . .	. . . . .	10,622 61	200,058 92
Montrose,	374,049 31	374,049 31	373,969 31	373,969 31	373,969 31
Mount Carbon and Port Carbon,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Carmel and Natilie,	. . . . .	. . . . .	. . . . .	. . . . .	91,993 11
Mount Jewett, Kinzua and Wrightsville,	. . . . .	. . . . .	. . . . .	66,040 42	141,892 02
Mount Penn Gravity,	. . . . .	. . . . .	112,688 50	132,782 31	139,448 56
Mount Pleasant and Broadford,	201,609 69	201,669 69	202,064 40	203,167 81	203,983 07
Mount Plessant and Latrobe,	. . . . .	12,989 59	13,030 34	13,030 34	. . . . .
Neseopec,	459,674 57	460,395 28	460,395 28	460,395 28	460,395 28
Nesquehoning Valley,	1,405,904 47	1,412,637 78	1,418,756 35	1,418,756 35	1,418,756 35
Neversink Mountain,	. . . . .	. . . . .	. . . . .	181,553 05	220,975 19
Neweastle and BeaverValley,	876,671 49	876,671 49	877,059 84	877,059 84	877,059 84
Newcastle and Shenango Valley,	. . . . .	. . . . .	538,566 62	540,893 40	540,893 40
Newport and Sherman's Valley,	. . . . .	. . . . .	. . . . .	. . . . .	215,650 00
New York, Lake Erie and Western,	14,138,567 97	14,772,494 27	161,145,923 43	161,621,092 44	162,739,413 26
New York, Lake Erie and Western Coal,	2,023,550 19	2,052,724 45	2,056,301 81	2,067,292 44	2,070,701 35
New York, Chicago and St. Louis,	49,980,087 25	50,189,459 85	49,840,197 76	49,857,297 07	49,701,356 35
New York and North Pennsylvania,	100,000 00	100,000 00	100,000 00	100,000 00	101,659 85
New York, Pennsylvania and Ohio,	148,553,361 57	151,252,383 28	157,164,043 73	159,755,972 28	162,240,480 95
New York, Ridgway and Pittsburg,	51,000 00	51,000 00	. . . . .	. . . . .	. . . . .
New York, Susquehanna and Western,	27,951,740 88	28,111,087 35	28,497,434 59	28,737,993 20	29,219,998 57
Nittany Valley,	. . . . .	140,917 28	176,952 32	176,989 28	181,428 68
Northern Central,	18,241,423 99	18,427,065 42	18,794,970 29	19,232,074 60	20,002,310 27
North East Pennsylvania,	306,041 96	306,041 96	418,159 47	677,249 11	708,701 34
North Pennsylvania,	11,833,643 77	11,987,179 05	11,983,117 41	12,068,834 93	12,066,819 62
North and West Branch,	3,092,649 44	3,120,911 61	3,306,900 20	3,317,526 95	3,354,926 60
Ohio and Baltimore Short Line,	1,479,275 16	1,480,268 79	1,521,613 58	1,532,986 93	1,541,022 92
Ohio Connecting,	. . . . .	. . . . .	. . . . .	1,318,759 15	1,343,891 04
Ontario, Carbondale and Scranton,	. . . . .	. . . . .	2,981,384 76	3,494,985 94	3,547,803 29
Pennsylvania,	67,625,744 71	68,793,078 34	88,735,287 86	94,003,316 77	99,075,027 25
Pennsylvania Company,	. . . . .	. . . . .	5,764,299 57	6,243,644 43	6,910,660 84
Pennsylvania and Midland,	. . . . .	. . . . .	. . . . .	25,000 00	. . . . .
Pennsylvania and New York Canal and Railroad,	8,204,094 96	8,460,474 10	8,052,325 47	8,089,040 13	8,124,390 65
Pennsylvania, Poughkeepsie and Boston,	886,397 01	. . . . .	3,781,627 33	4,357,362 26	4,357,362 26
Pennsylvania Schuylkill Valley,	13,002,222 32	13,276,027 62	13,606,966 35	13,831,908 28	14,368,443 60
Pennsylvania and Western,	200,000 00	. . . . .	. . . . .	100,000 00	100,000 00

Pennsylvania and North Western,			3,441,237 46	3,685,152 55	4,085,396 17
Penn Gas Coal Company's Railroad,	377,887 24	377,884 24	377,887 24	377,887 24	377,887 24
People's,	115,428 63	115,428 63	121,241 63	121,041 63	125,291 63
Perkiomen,	2,087,144 54	2,088,398 69	2,089,216 28	2,089,216 28	2,089,646 85
Perry County,			126,400 00	135,121 89	129,876 88
Philadelphia and Baltimore Central,	4,263,467 00	4,298,799 46	4,379,321 54	4,084,354 14	4,116,669 32
Philadelphia Belt Line,				24,338 35	88,302 08
Philadelphia and Chester Valley,		1,073,613 88	1,086,372 65	1,086,372 65	1,086,662 35
Philadelphia and Erie,	26,186,163 35	26,186,163 35	26,398,885 98	30,093,954 43	30,223,380 71
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,304,717 99
Philadelphia, Germantown and Norristown,			2,282,355 61	2,282,355 61	2,282,355 61
Philadelphia, Harrisburg and Pittsburg,				3,039,633 70	3,143,841 33
Philadelphia and Lehigh Valley,				22,184 90	22,184 90
Philadelphia, Newtown and New York,	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Philadelphia and Reading,	75,385,325 86	96,097,051 38	98,125,807 24	102,018,897 21	105,668,006 87
Philadelphia and Reading Terminal,			183,241 93	1,239,473 75	6,122,113 49
Philadelphia and Trenton,	2,654,751 94	2,731,418 39	3,448,771 75	3,524,595 05	3,713,175 33
Philadelphia, Wilmington and Baltimore,	13,873,439 32	14,147,367 75	14,684,784 71	16,157,349 81	15,414,753 27
Pickering Valley,	481,399 08	481,399 08	481,399 08	481,399 08	481,399 08
Pine Creek,	4,637,128 06	4,637,128 06	4,637,128 06	4,637,379 61	4,637,379 61
Pittsburg and Castle Shannon,	218,121 57	168,870 00	315,612 38	351,307 96	382,968 40
Pittsburg, Chartiers and Youghiogheny,	1,094,779 86	1,165,382 71	1,170,745 82	1,191,475 70	1,179,501 02
Pittsburg, Cincinnati and St. Louis,	21,202,077 18	21,330,957 17	21,758,861 61		
Pittsburg, Cincinnati, Chicago and St. Louis,				84,974,584 95	90,283,270 26
Pittsburg and Connellsville,	16,114,207 32	16,271,042 24	16,512,511 33	16,619,724 61	16,777,368 13
Pittsburg East End,	19,623 22	19,623 22			
Pittsburg, Fort Wayne and Chicago,	44,532,912 71	43,310,456 64	43,664,921 15	44,653,578 57	45,668,763 30
Pittsburg Junction,	3,101,007 12	3,072,636 17	3,134,000 20	3,195,599 00	3,283,831 04
Pittsburg and Lake Erie,	6,624,448 28	7,106,009 92	8,098,987 13	8,928,666 06	9,276,105 06
Pittsburg, McKeesport and Youghiogheny,	6,029,666 70	6,087,680 18	6,409,650 00	7,709,650 00	7,709,650 00
Pittsburg and Moon Run,					177,995 84
Pittsburg and North Eastern,	10,000 00				
Pittsburg, Shenango and Lake Erie,			3,894,415 30		6,096,982 70
Pittsburg, Virginia and Charleston,			5,563,069 94	5,798,780 71	6,104,940 85
Pittsburg and Western,			2,123,811 26	2,622,219 74	24,692,230 83
Pittsburg, Youngstown and Ashtabula,	5,731,307 20	6,034,227 89	6,131,304 22	6,676,389 59	6,692,813 86
Point Breeze,					286,545 19
Pomeroy and Newark,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Reading and Columbia,	2,435,939 12	2,434,569 12	2,440,588 84	2,442,573 96	2,443,023 96

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Reading, Marietta and Hanover					
Rew City and Eldred,	113,087 40	113,087 40	332,587 11 113,087 40	332,587 11 113,118 60	332,587 11 113,118 60
Reynoldsville and Falls Creek,					251,577 82
Ridgway and Clearfield,	981,174 13	981,920 22	985,469 80	985,469 80	985,970 60
River Front,	588,483 05	561,277 72	632,496 82	592,681 70	604,968 01
Rochester, Beaver Falls and Western,				48,125 76	48,125 76
Rupert and Bloomsburg,			55,122 82	55,767 57	58,046 00
Salisbury,		258,570 75	266,540 24	270,247 94	270,818 18
Schuylkill and Lehigh,	1,063,800 32	1,063,800 32	1,063,800 32	1,063,800 32	1,063,800 32
Schuylkill River East Side,		9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00
Schuylkill River West Side,			2,859 10	2,859 10	2,859 10
Schuylkill Valley Navigation Railroad,	576,840 94	576,840 94	576,840 94	576,840 94	576,840 94
Shade Creek,			7,630 59	7,630 59	12,605 84
Sewickley and Jeannette,					3,000 00
Shamokin, Sunbury and Lewisburg,	2,663,883 62	2,670,255 86	2,973,761 62	3,048,261 62	3,048,261 62
Shamokin Valley and Pottsville,	2,875,700 00	2,875,700 00	2,876,150 00	2,876,150 00	2,876,150 00
Sharon,	580,972 81	584,486 18	602,316 63	617,345 20	617,345 20
Sharpsville,	438,655 42	448,465 73	450,196 43	450,196 43	450,196 43
Sheffield and Spring Creek,					38,950 50
Shenango Valley,	55,200 00	111,858 98	127,787 33	127,787 33	127,787 33
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	90,000 00	90,000 00
Slate Run,	75,000 00	84,917 82	86,442 21	86,442 21	81,000 00
Slatington,			1,729 69	1,733 29	1,733 29
Somerset County,	72,143 06	74,293 06	74,300 00	74,300 00	74,300 00
Somerset and Cambria,	1,324,737 86	1,334,778 74	1,334,917 19	1,335,465 84	1,337,300 45
South Easton and Philipsburg,				82,899 12	82,899 12
South Chester,					18,898 38
South Fork,				26,550 49	97,374 95
South Mountain,	390,764 41	390,764 41	390,764 41	390,764 41	
Southwest Pennsylvania,	1,809,683 98	1,943,966 74	2,300,376 01	2,418,411 18	2,438,854 49
Southern Pennsylvania Railway and Mining Company,	625,000 00	625,000 00	1,425,000 00	1,425,000 00	1,425,000 00
State Line, (Pittsburg),	131,019 77	146,107 23	158,781 12	183,398 49	232,395 05
State Line and Sullivan,			1,246,351 48	1,246,351 48	1,246,351 48
Stewart,	158 65	7,322 39	7,114 20	7,114 20	7,114 20
Stewartstown,	76,067 65	76,067 65	76,067 65	76,067 65	77,047 65
Stony Creek,	553,134 09	553,202 09	544,104 88	546,263 62	549,319 88

Sunbury, Hazleton and Wilkes-Barre,	3,535,109,96	3,535,109 96	3,535,109 96	3,535,109 36	3,535,123 71
Sunbury and Lewistown,	. . . . .	. . . . .	1,100,000 00	1,100,000 00	1,100,000 00
Susquehanna and Buffalo,	. . . . .	. . . . .	. . . . .	. . . . .	19,911 64
Susquehanna and Clearfield,	570,912 55	570,912 55	570,912 55	570,912 55	570,912 55
Tamaqua, Hazleton and Northern,	. . . . .	. . . . .	. . . . .	. . . . .	332,869 84
Tiadaghton and Fahnastalk,	. . . . .	. . . . .	. . . . .	. . . . .	49,908 53
Tioga,	1,473,816 23	1,473,846 82	1,474,521 93	1,474,521 93	1,474,521 93
Tionesta Valley,	209,690 11	209,690 11	237,430 87	244,227 68	243,794 87
Tipton,	43,250 00	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Cut-off,	. . . . .	. . . . .	467,063 18	1,251,815 76	1,301,158 03
Tresckow,	233,537 02	233,537 02	267,378 40	271,017 40	271,570 87
Trout Run,	. . . . .	. . . . .	35,240 00	38,140 00	39,931 43
Turtle Creek Valley,	. . . . .	44,333 03	192,987 13	204,920 50	279,006 67
Tyrone and Clearfield,	1,857,120 61	1,905,272 95	1,959 674 65	2,019,930 25	2,100,560 95
Union,	. . . . .	. . . . .	. . . . .	17,093 01	18,998 98
Ursina and North Fork,	. . . . .	. . . . .	. . . . .	. . . . .	30,000 00
Warren and Farnsworth,	168,349 48	168,349 48	169,916 65	171,269 83	171,269 83
Waynesburg and Washington.	244,634 00	245,713 45	253,955 75	253,955 75	253,955 75
West Chester,	276,389 50	276,389 50	281,282 71	281,724 38	281,724 38
Western Maryland,	5,068,755 65	5,301,423 38	5,397,354 18	5,396,801 80	5,452,236 29
Western New York and Pennsylvania,	. . . . .	60,112,348 83	61,500,738 71	62,507,636 87	62,794,676 80
Western Pennsplvania,	5,687,558 21	6,137,192 19	6,318,613 50	6,288,025 73	6,272,400 73
West Penn and Shenango Connecting,	991,678 92	. . . . .	. . . . .	. . . . .	. . . . .
Wheeling, Pittsburg and Baltimore,	6,971,247 11	7,042,600 22	7,073,028 80	7,112,313 13	7,131,832 39
Wilcox,	25,000 00	25,000 00	25,000 00	21,625 60	21,625 60
Wilcox and Rocky Run,	. . . . .	. . . . .	. . . . .	25,591 46	25,591 46
Wilkes-Barre and Harvey's Lake,	193,674 78	207,135 67	252,056 64	302,316 08	326,981 78
Wilkes-Barre and Scranton,	. . . . .	696,469 77	804,322 32	855,340 54	1,069,273 68
Wilkes-Barre and Western,	862,100 00	862,100 00	862,000 00	862,000 00	862,000 00
Williamsport and North Branch,	. . . . .	. . . . .	1,150,492 22	1,123,294 33	1,108,940 94
Wilmington and Northern,	1,979,553 03	2,107,580 52	2,268,992 24	2,325,682 75	2,389,045 86
Wind Gap and Delaware,	93,417 64	157,542 17	160,017 72	163.038 70	176,821 68
York and Peach Bottom,	588,312 54	591,208 73	591,441 38	591,441 38	. . . . .
Youghiogheny, Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
	$1,005,612,036 62	$1,063,884,710 38	$1,308,043,742 49	$1,412,642,276 48	$1,503,242,958 91

51-11-62

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Addison and Pennsylvania,	. . . . .	. . . . .	51,680	55,060	64,737
Allegheny Valley,	1,247,503	1,463,371	1,502,988	1,560,011	1,725,985
Altoona, Clearfield and Northern,	. . . . .	. . . . .	. . . . .	. . . . .	30,453
Altoona and Wapsononock,	. . . . .	. . . . .	. . . . .	1,200	. . . . .
Baltimore and Cumberland Valley,	46,450	42,967	48,545	. . . . .	. . . . .
Baltimore and Cumberland Valley Extension,	58,084	53,233	60,630	. . . . .	. . . . .
Baltimore and Harrisburg,	85,517	109,207	150,933	193,126	214,979
Baltimore and Harrisburg Western Extension,	. . . . .	. . . . .	45,947	. . . . .	. . . . .
Baltimore and Lehigh,	. . . . .	. . . . .	. . . . .	. . . . .	292,566
Baltimore and Philadelphia,	309,480	781,697	. . . . .	1,383,969	1,421,110
Bangor and Portland,	. . . . .	. . . . .	140,740	141,889	163,492
Barelay Coal Company's Railroad,	27,897	31,823	28,781	. . . . .	. . . . .
Beaver and Elwood,	. . . . .	. . . . .	. . . . .	2,679	10,278
Beech Creek,	144,914	168,603	163,346	154,023	183,992
Bellefonte Central,	. . . . .	. . . . .	. . . . .	. . . . .	10,744
Berlin,	6,279	7,603	8,314	9,519	10,169
Berlin Branch,	3,455	4,445	. . . . .	5,419	5,020
Bradford, Bordell and Kinzua,	74,684	63,711	114,720	82,488	62,187
Bradford, Eldred and Cuba,	39,031	. . . . .	43,284	38,314	24,353
Brownstone and Middletown,	. . . . .	. . . . .	. . . . .	. . . . .	1,682
Buffalo, New York and Philadelphia,	1,205,404	. . . . .	. . . . .	. . . . .	. . . . .
Buffalo, Rochester and Pittsburg,	. . . . .	423,773	623,521	681,885	762,512
Catasauqua and Fogelsville,	12,406	11,281	13,417	16,934	20,279
Chambersburg and Gettysburg,	. . . . .	. . . . .	. . . . .	. . . . .	5,397
Chartiers,	265,431	300,499	391,594	429,700	502,861
Chester and Delaware River,	. . . . .	. . . . .	. . . . .	. . . . .	7,804
Cleveland and Pittsburg,	1,253,900	1,264,749	1,477,335	1,502,546	1,461,322
Corning, Cowanesque and Antrim,	172,717	182,103	181,158	190,058	229,078
Cornwall,	140,811	133,467	162,253	167,042	115,903
Cornwall and Lebanon,	. . . . .	. . . . .	213,535	255,918	198,583
Confluence and Oakland,	. . . . .	. . . . .	3,094	10,814	14,050
Coudersport and Port Allegheny,	20,275	24,627	29,595	26,746	27,620
Cresson, Clearfield County and New York Short Route,	53,699	78,579	. . . . .	100,785	83,769
Cumberland Valley,	632,551	659,423	801,703	861,772	876,106
Delaware and Hudson Canal Company's Railroad,	923,425	1,027,729	1,069,360	1,051,031	1,240,333
Delaware, Laekawanna and Western,	1,347,982	1,507,955	1,533,812	1,563,635	1,699,179
Delaware River and Lancaster,	. . . . .	. . . . .	. . . . .	5,947	19,088

Delaware, Susquehanna and Schuylkill,					124
Dillsburg and Mechanicsburg,	104,696	122,994			
Dunkirk, Allegheny Valley and Pittsburg,	145,085	148,536	163,834	194,082	221,749
East Broad Top,	69,566	72,861	76,218	91,575	93,089
Elmira and Williamsport,	220,930	230,557			
Erie and Pittsburg,	243,329	249,223	268,068	298,499	265,144
Erie and Wyoming Valley,	65,395	99,767	79,431	94,156	108,435
Gettysburg and Harrisburg,	72,984	96,122	91,897	74,220	146,038
Huntingdon and Broad Top Mountain,	95,018	86,959	94,789	95,780	102,001
Hunter's Run and Slate Belt,					12,003
Kinzua Creek and Kane,				3,232	
Lackawanna and Montrose,					23,793
Lake Shore and Michigan Southern,	3,728,510	4,051,704	4,544,748	5,410,894	5,868,299
Lehigh and Lackawanna,			75,820	90,415	110,314
Lehigh and Susquehanna,			956,625	1,171,834	1,090,272
Lehigh Valley,	3,116,215	3,627,967	4,692,047	5,462,516	2,701,683
Ligonier Valley,	64,491	76,799	100,948	144,100	229,474
Little Saw Mill Run,	19,189	36,330	62,918	50,724	42,411
Littlestown,	6,734				
Lykens Valley,	40,474	40,795			
Mahoning Valley,				596	6,135
Mauch Chunk, Summit Hill and Switch-Back,					38,774
Meadville and Linesville,	31,841	39,647	40,016	41,275	
Middletown and Hummelstown,				47,842	55,936
Mont Alto,	48,737	61,260	71,460	89,348	78,597
Montour,				30,569	31,104
Montrose,	16,689	20,191	14,669	14,128	16,223
Mount Penn Gravity,			42,937	81,547	62,522
Mount Pleasant and Broadford,	147,934	134,586	141,186	126,342	
Neversink Mountain,				37,852	61,877
Newcastle and Beaver Valley,	167,692	171,092	191,767	210,833	176,805
Newport and Sherman's Valley,					11,927
New York, Lake Erie and Western,	6,865,903	8,543,684	11,074,489	11,677,902	11,805,389
New York, Lake Erie and Western Coal,	20,515	28,740	43,499	15,665	
New York, Chicago and St. Louis,	434,603	478,249	535,768	575,668	555,195
New York and North Pennsylvania,	8,215	9,966	5,169	9,926	12,782
New York, Pennsylvania and Ohio,	1,532,561	1,578,563	1,836,966	1,877,693	
New York, Susquehanna and Western,	1,036,248	1,085,498	1,226,379	1,356,810	1,435,896
Northern Central,	2,939,670	3,040,335	4,322,118	4,568,195	4,602,323
North East Pennsylvania,	118,879	126,320	165,757	188,125	228,129
Pennsylvania,	16,880,727	18,264,582	41,764,226	44,679,580	45,288,627
Pennsylvania, Poughkeepsie and Boston,			24,317	48,915	39,496
Pennsylvania and North Western,			125,323	137,185	135,893

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Penn Gas Coal Company's Railroad,	16,811	19,383	21,676	21,217	21,217
Perkiomen,	167,861	175,464	163,776	177,202	185,308
Perry County,	. . . . .	. . . . .	10,661	28,947	31,525
Philadelphia and Chester Valley,	. . . . .	35,642	48,905	54,526	45,477
Philadelphia and Erie,	1,134,646	1,183,761	. . . . .	. . . . .	. . . . .
Philadelphia, Germantown and Chestnut Hill,	2,219,615	2,532,345	. . . . .	. . . . .	. . . . .
Philadelphia, Newtown and New York,	442,497	. . . . .	552,771	600,929	636,101
Philadelphia and Reading,	15,678,715	15,975,839	17,504,375	18,648,316	22,509 193
Philadelphia and Trenton,	6,643,395	7,096,083	. . . . .	. . . . .	. . . . .
Philadelphia, Wilmington and Baltimore,	7,144,372	7,372,202	7,960,048	8,427,845	10,488,202
Pine Creek,	99,173	106,579	114,073	124,573	132,484
Pittsburg and Castle Shannon,	406,730	451,968	553,981	645,412	790,974
Pittsburg, Chartiers and Youghiogheny,	77,244	98,056	98,629	105,752	94,142
Pittsburg, Cincinnati and St. Louis,	1,516,271	1,721,606	2,022,629	. . . . .	6,146,788
Pittsburg, Cincinnati, Chicago and St. Louis,	. . . . .	. . . . .	. . . . .	4,000,883	. . . . .
Pittsburg and Connellsville,	2,129,835	2,182,300	2,444,581	2,441,408	2,342,231
Pittsburg, Fort Wayne and Chicago,	3,749,756	4,042,920	4,588,036	4,840,312	4,850,276
Pittsburg Junction,	200	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburg and Lake Erie,	700,132	833,589	1,551,229	1,802,635	1,806,071
Pittsburg, McKeesport and Youghiogheny,	240,135	268,749	. . . . .	. . . . .	. . . . .
Pittsburg and Northern,	. . . . .	. . . . .	74,889	36,397	3,830
Pittsburg, Shenango and Lake Erie,	. . . . .	. . . . .	180,020	. . . . .	332,024
Pittsburg and Western,	. . . . .	. . . . .	866,009	843,408	915,922
Pittsburg, Youngstown and Ashtabula,	315,044	351,901	407,096	466,927	482,679
Reading and Columbia,	449,069	445,362	430,687	472,273	477,009
Rupert and Bloomsburg,	. . . . .	. . . . .	39,280	49,186	52,778
Salisbury,	5,136	5,815	4,154	3,496	2,963
Schuylkill River East Side,	. . . . .	. . . . .	798,420	935,975	987,474
Shamokin Valley and Pottsville,	193,323	281,110	. . . . .	. . . . .	. . . . .
Sharpsville,	. . . . .	. . . . .	7,452	8,382	8,356
Shenango Valley,	. . . . .	. . . . .	16,077	. . . . .	. . . . .
Sinnemahoning Valley,	. . . . .	. . . . .	. . . . .	19,124	19,863
Somerset County,	18	. . . . .	. . . . .	. . . . .	. . . . .
Somerset and Cambria,	81,151	82,725	106,548	113,176	117,130
South Mountain,	83,021	100,668	102,072	86,722	. . . . .
State Line (Pittsburg),	. . . . .	. . . . .	52	39	. . . . .
Stewartstown,	14,979	15,181	14,618	15,196	15,622

Stony Creek,	99,064	94,117	86,802	94,562	88,314
Tioga,	182,542	184,641	157,119	156,120	161,312
Tionesta Valley,	137,857	134,059	14,081	19,452	15,463
Warren and Farnsworth,	4,383	3,085	4,163	3,818	1,785
Waynesburg and Washington,	37,931	39,424	51,443	51,610	47,723
Western Maryland,	728,299	727,959	874,408	972,348	1,040,145
Western New York and Pennsylvania,	.....	1,205,120	1,392,022	1,522,867	1,689,546
West Penn and Shenango Connecting,	74,396	.....	.....	.....	.....
Wheeling, Pittsburg and Baltimore,	338,049	309,884	516,444	480,657	457,543
Wilkes-Barre and Western,	.....	.....	.....	24,965	29,575
Williamsport and North Branch,	53,105	51,168	58,933	57,335	57,060
Wilmington and Northern,	320,679	328,628	395,227	426,631	444,404
York and Peach Bottom,	68,351	65,985	.....	.....	.....
	91,892,950	99,346,822	125,897,059	138,070,156	140,190,599

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Addison and Pennsylvania,	36,924	94,732	60,001	80,690	78,300
Allegheny and Kinzua,	.....	.....	.....	188,527	126,119
Allegheny Valley,	2,899,693	3,379,567	4,224,777	4,237,045	4,626,489
Altoona, Clearfield and Northern,	.....	.....	.....	.....	3,093
Baltimore and Cumberland Valley,	40,281	48,988	50,597	.....	.....
Baltimore and Cumberland Valley Extension,	33,558	40,371	37,505	.....	.....
Baltimore and Harrisburg,	63,800	77,052	88,522	121,602	190,977
Baltimore and Harrisburg Western Extension,	.....	.....	23,183	.....	.....
Baltimore and Lehigh,	.....	.....	.....	.....	82,497
Baltimore and Philadelphia,	779,791	1,297,184	.....	2,086,319	2,252,593
Bangor and Portland,	95,372	106,208	137,860	168,630	177,600
Barelay Coal Company's Railroad,	210,894	211,343	161,956	.....	.....
Beaver and Elwood,	.....	.....	.....	4,938	5,696
Beech Creek,	1,491,093	1,877,107	2,077,399	2,422,687	2,895,154
Bellefonte Central,	.....	.....	.....	.....	20,942
Berlin,	13,289	34,120	48,554	17,535	27,246
Berlin Branch,	6,071	7,527	7,371	9,051	7,902

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Bradford, Bordell and Kinzua,	60,618	73,481	83,636	78,443	74,470
Bradford, Eldred and Cuba,	16,924	13,280	26,468	16,282	9,623
Bradford and Western Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	14,297
Brownstone and Middletown,	. . . . .	. . . . .	. . . . .	. . . . .	38,657
Buffalo, New York and Philadelphia,	3,250,874	. . . . .	. . . . .	. . . . .	. . . . .
Buffalo, Rochester and Pittsburg,	1,954,540	1,705,447	1,759,990	2,390,878	2,844,466
Catasauqua and Fogelsville,	373,844	334,643	330,923	309,331	326,893
Chambersburg and Gettysburg,	. . . . .	. . . . .	. . . . .	. . . . .	2,833
Chartiers,	629,796	580,331	684,497	848,231	965,311
Chester and Delaware River,	. . . . .	. . . . .	. . . . .	. . . . .	356,092
Cleveland and Pittsburg,	3,324,029	3,670,874	4,552,159	4,583,237	4,971,769
Corning, Cowanesque and Antrim,	2,430,697	2,689,817	2,925,151	3,092,797	3,760,604
Cornwall,	1,037,137	967,364	1,058,548	906,359	794,257
Cornwall and Lebanon,	546,615	766,949	822,533	785,301	745,841
Confluence and Oakland,	. . . . .	. . . . .	11,960	27,562	25,333
Coudersport and Port Allegheny,	40,230	59,820	71,372	117,285	136,347
Cresson, Clearfield County and New York Short Route,	58,607	120,917	. . . . .	334,549	307,304
Cumberland Valley,	910,878	789,080	1,098,800	1,077,340	886,604
Crescent Connecting,	. . . . .	. . . . .	. . . . .	. . . . .	13,225
Delaware and Hudson Canal Company's Railroad,	5,434,727	7,208,245	5,526,358	2,642,671	2,791,499
Delaware, Lackawanna and Western,	9,232,414	10,109,344	9,288,267	10,403,226	10,870,475
Delaware River and Lancaster,	. . . . .	. . . . .	. . . . .	8,238	16,141
Delaware, Susquehanna and Schuylkill,	. . . . .	. . . . .	269,394	1,156,733	1,537,423
Dillsburg and Mechanicsburg,	96,214	83,931	. . . . .	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburg,	205,434	177,214	206,481	244,255	256,500
East Broad Top,	253,890	235,660	297,902	270,171	254,943
Elmira and Williamsport,	2,405,909	2,623,708	. . . . .	. . . . .	. . . . .
Erie and Pittsburg,	1,088,936	1,313,605	1,751,459	1,549,540	1,694,781
Erie and Wyoming Valley,	1,980,350	2,025,568	1,884,556	2,224,594	2,281,211
Falls Creek,	. . . . .	. . . . .	79,938	127,943	136,974
Gettysburg and Harrisburg,	19,404	28,394	28,995	34,310	155,923
Huntingdon and Broad Top Mountain,	1,100,528	1,466,022	2,006,675	2,619,406	2,635,755
Hunter's Point and Slate Belt,	. . . . .	. . . . .	. . . . .	. . . . .	25,743
Ironton,	165,556	159,448	144,298	165,208	178,800
Kinzua Creek and Kane,	. . . . .	. . . . .	48,312	52,271	58,249
Kinzua Valley,	. . . . .	. . . . .	21,000	. . . . .	. . . . .
Lackawanna and Montrose,	. . . . .	. . . . .	. . . . .	. . . . .	12,418

Lake Shore and Michigan Southern,	9,326,852	9,069,857	10,975,241	11,259,811	13,332,519
Lehigh and Laekawanna,	81,020	70,729	100,018	78,898	232,988
Lehigh and Susquehanna,	10,502,000	8,928,389	9,547,272	7,890,123	10,301,574
Lehigh Valley,	11,250,310	12,181,596	13,550,167	14,394,933	7,104,626
Ligonier Valley,	69,398	71,025	107,354	111,180	131,124
Little Saw Mill Run,	205,687	223,028	299,042	260,488	263,887
Littlestown,	12,322	. . . .	. . . .	. . . .	. . . .
Lykens Valley,	612,224	650,670	. . . .	. . . .	. . . .
Mahoning Valley,	. . . .	. . . .	. . . .	10,849	150,401
Mapleton and Rocky Ridge,	. . . .	. . . .	. . . .	. . . .	6,000
Meadville and Linesville,	38,407	38,079	36,935	24,529	. . . .
Middletown and Hummelstown,	. . . .	. . . .	. . . .	21,532	53,116
Monongahela River and Streets Run,	. . . .	. . . .	. . . .	. . . .	7,535
Mont Alto,	36,869	33,060	31,912	45,621	43,300
Montour,	131,678	208,898	182,151	251,873	187,350
Montrose,	15,611	13,620	14,901	14,174	11,486
Mount Pleasant and Broadford,	460,324	395,089	509,489	374,466	. . . .
Nesquehoning Valley,	. . . .	2,637,705	. . . .	. . . .	. . . .
Neversink Mountain,	. . . .	. . . .	. . . .	134	3,890
Neweastle and Beaver Valley,	2,379,637	2,749,632	3,698 493	2,816,213	1,972,261
Neweastle and Butler,	. . . .	. . . .	. . . .	63,180	69,859
New York, Lake Erie and Western,	13,949,260	15,174,009	16,269,656	17,339,140	18,614,822
New York, Lake Erie and Western Coal,	1,164,749	1,300,990	1,641,296	383,812	. . . .
New York, Chieago and St. Louis,	2,468,796	2,736,337	3,084,590	3,304,425	3,445,747
New York and North Pennsylvania,	20,415	31,016	24,332	34,885	34,840
New York, Pennsylvania and Ohio,	5,916,489	6,138,850	7,656,542	6,965,457	. . . .
New York, Susquehanna and Western,	1,019,535	1,068,604	1,189,134	1,324,328	1,446,167
Nittany Valley,	. . . .	49,141	126,735	89,491	215,449
Northern Central,	7,221,215	7,489,926	11,899,307	12,066,531	13,162,304
North East Pennsylvania,	24,463	22,976	31,570	42,924	56,992
Ohio and Baltimore Short Line,	126,076	180,400	177,769	122,798	196,026
Pennsylvania,	30,847,635	34,569,086	49,312,371	50,013,674	69,195,328
Pennsylvania and New York Canal and Railroad,	4,016,448	3,884,312	. . . .	. . . .	. . . .
Pennsylvania, Poughkeepsie and Boston,	. . . .	. . . .	75,859	315,007	330,823
Pennsylvania and North Western,	. . . .	. . . .	1,136,031	1,550,218	1,748,977
Penn Gas Coal Company's Railroad,	147,200	148,550	1,095	1,215	1,200
Perkiomen,	374,765	320,652	524,683	603,254	850,802
Perry County,	. . . .	. . . .	8,820	10,317	8,192
Philadelphia and Chester Valley,	. . . .	106,527	115,923	151,723	159,282
Philadelphia and Erie,	7,764,220	8,488,327	. . . .	. . . .	. . . .
Philadelphia, Germantown and Chestnut Hill,	66,770	78,471	. . . .	. . . .	. . . .
Philadelphia, Newtown and New York,	65,318	70,854	129,766	111,874	70,284
Philadelphia and Reading,	21,106,668	21,530,395	20,597,939	21,084,490	32,174,989

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Philadelphia and Trenton,	7,217,628	8,572,813			
Philadelphia, Wilmington and Baltimore,	2,496,686	3,019,807	3,607,379	3,656,218	4,865,326
Pine Creek,	2,601,675	3,066,135	3,328,159	4,087,759	4,941,410
Pittsburg and Castle Shannon,	32,000	28,673	24,779	40,446	56,350
Pittsburg, Chartiers and Youghiogheny,	333,973	456,295	522,402	645,842	713,570
Pittsburg, Cincinnati and St. Louis,	5,560,539	5,239,796	6,106,076		
Pittsburg, Cincinnati, Chicago and St. Louis,				8,162,914	10,590,386
Pittsburg and Connellsville,	3,905,340	3,861,034	4,956,925	4,917,443	5,662,156
Pittsburg, Fort Wayne and Chicago,	6,315,075	6,210,816	7,965,936	7,074,834	8,331,940
Pittsburg and Lake Erie,	3,038,631	3,496,693	6,148,768	6,077,124	7,561,912
Pittsburg, McKeesport and Youghiogheny,	2,181,039	2,470,708			
Pittsburg, Shenango and Lake Erie,			513,656		569,361
Pittsburg and Western,			2,544,768	2,222,380	3,026,357
Pittsburg, Youngstown and Ashtabula,	2,023,175	2,817,564	4,050,309	3,330,907	4,471,659
Reading and Columbia,	627,948	501,603	485,542	458,130	467,185
Reynoldsville and Falls Creek,					1,391,185
Rochester and Pittsburg,	207,121				
Rupert and Bloomsburg,			29,093	24,405	19,282
Salisbury,	255,341	283,653	393,153	415,330	432,972
Schuylkill River East Side,			1,807,694	2,036,993	2,092,094
Shade Creek,				7,000	11,557
Shamokin Valley and Pottsville,	1,462,111	1,497,198			
Sharpsville,	101,438	208,865	90,916	73,301	183,838
Sinnemahoning Valley,	133,074	143,200	252,511	233,677	253,362
Slate Run,	29,753	36,700	36,600	64,730	60,875
Somerset County,	10,263	8,705	6,771	5,224	4,993
Somerset and Cambria,	257,082	306,897	285,053	356,441	339,845
South Mountain,	69,479	84,852	84,820	83,922	
Southern Pennsylvania,	23,948	28,934			
State Line (Pittsburg),	105,528	214,292	309,649	214,088	268,033
Stewartstown,	12,587	14,096	15,667	19,630	21,532
Stony Creek,	234,530	37,995	33,071	37,625	38,736
Susquehanna and Buffalo,					166,677
Tamaqua, Hazleton and Northern,					488,629
Tiadaghton and Fahnastalk,					14,331
Tioga,	1,009,352	881,904	791,916	816,430	886,439

Tionesta Valley,	60,945	63,539	67,969	76,265	66,239
Trescow,	.....	5,408	.....	.....	.....
Trout Run,	.....	.....	9,000	18,474	17,510
Warren and Farnsworth,	7,691	7,304	10,357	6,896	4,298
Waynesburg and Washington,	13,126	16,236	14,248	19,005	15,913
Western Maryland,	300,439	298,777	345,319	356,948	712,444
Western New York and Pennsylvania,	.....	3,527,310	4,602,454	4,362,492	4,433,947
Wheeling, Pittsburg and Baltimore,	900,000	996,087	1,288,952	1,137,074	1,220,597
Wilkes-Barre and Scranton,	.....	10,846	.....	.....	.....
Wilkes-Barre and Western,	.....	.....	.....	18,256	19,772
Williamsport and North Branch,	55,071	53,318	72,527	79,460	71,350
Wilmington and Northern,	739,337	677,298	794,338	803,004	803,521
York and Peach Bottom,	32,060	34,527	.....	.....	.....
	216,065,263	234,218,019	246,550,567	250,477,419	290,480,712

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Addison and Pennsylvania,	$42,945 93	$111,803 72	$87,968 55	$104,875 32	$104,850 79
Allegheny and Kinzua,	.....	.....	.....	91,673 67	59,660 32
Allegheny Valley,	1,993,652 17	2,071,030 97	2,481,231 43	2,563,134 08	2,626,160 48
Allentown,	3,239 59	2,642 19	3,340 48	3,241 16	3,972 07
Allentown Terminal,	.....	.....	20,250 00	40,500 00	40,500 00
Altoona, Clearfield and Northern,	.....	.....	.....	.....	7,850 42
Altoona and Wapsononock,	.....	.....	.....	476 09	.....
Bald Eagle Valley,	.....	.....	247,184 78	265,052 57	248,618 68
Baltimore and Cumberland Valley,	8,720 65	9,545 03	10,399 40	4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,	26,895 05	28,910 67	30,653 98	32,700 00	32,700 00
Baltimore and Harrisburg,	61,006 81	70,971 02	83,032 10	152,225 87	186,415 84
Baltimore and Harrisburg Western Extension,	.....	.....	12,887 33	12,000 00	12,000 00
Baltimore and Lehigh,	.....	.....	.....	.....	204,870 57
Baltimore and Philadelphia,	304,580 16	427,715 40	60,596 63	764,717 79	796,862 43
Bangor and Portland,	107,435 02	88,467 72	109,191 19	136,601 68	145,697 48
Barclay Coal Company's Railroad,	61,317 97	63,853 48	62,299 89	51,372 08	82,275 50
Beaver and Ellwood,	.....	.....	.....	1,379 59	2,125 59

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Bedford and Bridgeport,			$18,360 28	$18,801 84	$108,190 46
Beech Creek,	$786,823 41	$913,333 61	940,698 48	1,101,237 00	1,230,833 96
Bellefonte Central,					9,858 62
Berlin,	5,109 04	7,836 53	9,957 28	6,365 38	7,497 23
Berlin Branch,	3,458 79	3,569 60	4,205 91	5,165 14	4,967 04
Bloomsburg and Sullivan,					65,270 91
Bradford, Bordell and Kinzua,	80,736 93	77,665 83	124,957 02	90,519 72	63,648 84
Bradford, Eldred and Cuba,	34,019 66	28,056 79	47,840 74	37,977 42	26,962 82
Bradford and Western Pennsylvania,					2,438 46
Brownstone and Middletown,					8,861 05
Buffalo, New York and Philadelphia,	2,716,388 67				
Buffalo, Rochester and Pittsburg,	1,905,941 86	1,925,526 56	1,959,146 74	2,450,080 72	2,860,908 30
Cambria and Clearfield,			3,682 00	34,120 69	36,108 02
Catasauqua and Fogelsville,	129,955 45	104,613 25	105,212 22	111,259 16	100,417 78
Catawissa,			234,000 00	234,000 00	234,000 00
Chambersburg and Gettysburg,					1,476 32
Chartiers,	195,861 44	192,236 30	248,830 84	279,158 61	132,374 90
Chester Creek,			22,755 00	23,104 98	22,549 98
Chester and Delaware River,					13,431 69
Chestnut Hill,	16,478 00	16,478 00	16,478 00	16,478 00	16,478 00
Clarion River,				1,893 86	10,168 38
Cleveland and Pittsburg,	3,079,664 65	3,221,154 23	3,423,052 65	3,489,314 86	3,640,429 70
Coldbrookdale,	19,859 27	16,380 69	15,863 41	13,290 80	12,789 42
Columbia and Port Deposit,			162,329 85	172,893 79	203,365 81
Connecting,			143,495 64	139,992 90	153,444 06
Corning, Cowanesque and Antrim,	678,429 97	681,503 88	692,732 25	723,285 12	815,893 56
Cornwall,	125,634 60	115,058 52	135,077 80	120,333 11	124,386 27
Cornwall and Lebanon,	182,187 38	221,259 03	234,021 79	241,231 76	230,664 76
Confluence and Oakland,			10,735 95	20,284 14	14,722 82
Coudersport and Port Allegheny,	34,871 89	43,129 77	51,731 84	67,155 00	77,360 14
Cresson, Clearfield County and New York Short Route,	50,418 03	70,990 62		124,427 54	110,604 03
Cumberland Valley,	774,476 52	752,711 64	969,112 29	1,052,462 66	924,034 35
Cresent Connecting,					1,322 57
Delaware and Hudson Canal Company's Railroad,	2,820,027 43	3,345,304 49	3,055,226 93	1,385,210 31	1,432,678 73
Delaware, Lackawanna and Western,	8,057,985 48	8,041,961 57	13,001,937 12	14,427,515 21	14,357,215 10
Delaware River and Lancaster,				3,916 65	8,670 28

Delaware, Susquehanna and Schuylkill,			25,127 36	131,381 53	422,639 23
Dillsburg and Mechaniesburg,	29,920 87	26,975 32	25,931 76	25,160 73	23,047 25
Dunkirk, Allegheny Valley and Pittsburg,	217,566 85	204,284 27	242,220 19	265,612 78	279,035 42
East Broad Top,	117,379 15	121,261 54	128,066 72	122,814 76	114,469 98
East Mahanoy,	30,950 50	30,943 00	31,514 50	32,058 00	32,045 50
East Pennsylvania,					123,627 00
Elmira and Williamsport,	927,489 28	993,337 33	156,883 63	166,117 04	151,766 58
Erie and Pittsburg,	605,965 83	622,151 33	711,131 76	719,909 85	721,797 36
Erie and Wyoming Valley,	666,216 36	777,426 18	648,719 90	700,236 07	746,679 63
Evergreen,	3,866 80				
Falls Creek,			2,900 89	5,096 71	9,223 25
Fayette County,			9,000 00	9,000 00	9,000 00
Gettysburg and Harrisburg,	32,098 74	41,474 23	40,703 67	35,229 72	88,877 14
Hanover and York,			26,539 50	35,017 65	27,294 50
Harrisburg, Portsmouth, Mt. Joy and Lancaster,			121,579 28	120,369 59	126,241 58
Huntingdon and Broad Top,	435,425 65	516,000 21	642,057 27	706,624 18	664,553 10
Hunter's Run and Slate Belt,					6,224 01
Ironton,	44,999 41	38,614 65	44,067 31	44,643 56	43,428 25
Jamestown and Franklin,	159,130 36	167,771 52	50,315 90		59,360 50
Johnsonburg,				5,417 59	24,186 07
Jones Lake,			1,200 00	1,200 00	1,200 00
Junction,	275,188 60	270,724 01	238,787 38	206,804 82	210,800 04
Kensington and Taeony,			30 00	30 00	30 00
Kinzua Creek and Kane,			19,378 30	23,054 44	25,601 76
Kinzua Valley,			3,056 75	339 91	47,056 78
Lackawanna and Montrose,					10,547 08
Lake Shore and Michigan Southern,	18,710,963 15	18,029,627 36	21,011,704 12	20,963,315 54	23,155,994 77
Lehigh and Laekawanna,	58,333 33	61,383 00	70,193 52	82,786 53	92,105 77
Lehigh and Susquehanna,		5,320,853 01	5,277,589 86	5,454,331 81	5,423,599 90
Lehigh Valley,	11,197,167 72	12,353,739 29	17,892,613 48	18,242,316 87	12,256,806 45
Lewisburg and Tyrone,			9,557 77	27,374 40	13,891 27
Ligonier Valley,	29,624 99	30,418 84	39,348 26	45,382 07	54,969 22
Little Saw Mill Run,	45,641 93	51,207 47	61,801 89	57,698 07	58,540 71
Little Schuylkill Navigation,	225,227 42	224,558 49	223,403 71	225,061 95	226,253 18
Littlestown,	20,138 82	20,320 55	722 90	2,993 97	888 44
Lykens Valley,	140,849 65	136,157 81	62,513 81	62,599 79	62,686 76
McKeesport and Bessemer,					24,129 00
McKeesport Connecting,				4,230 50	26,907 75
Mahoning Valley,				2,383 33	22,637 77
Mapleton and Rocky Ridge,					60 00
Mauch Chunk, Summit Hill and Switch-Back,					23,718 38
Meadville and Linesville,	32,240 15	36,726 52	34,823 06	30,517 75	
Meadville, Conneaut Lake and Linesville,					6,240 00

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Middletown and Hummelstown,				$11,113 94	$15,527 87
Mifflin and Centre County,			$22,854 62	28,382 70	34,630 11
Mill Creek and Mine Hill,			33,000 00	33,000 00	33,000 00
Mine Hill and Schuylkill Haven,			326,552 00	332,684 00	338,816 00
Monongahela Connecting,	$33,709 44	$61,165 14	121,400 99	105,868 33	152,167 77
Monongahela River and Streets Run,					714 00
Mont Alto,	21,399 50	21,420 22	23,735 42	28,599 83	27,906 40
Montour,		25,439 55	32,564 82	36,980 08	41,753 94
Montrose,	28,102 61	26,974 69	26,276 12	24,791 17	20,651 06
Mount Carbon and Port Carbon,			36,250 00	36,250 00	36,250 00
Mount Carmel and Natalie,					9,442 21
Mount Jewett, Kinzua and Wrightsville,				11,316 86	25,850 42
Mount Penn Gravity,			9,718 20	19,323 65	16,177 04
Mount Pleasant and Broadford,	23,704 18	17,799 12	26,489 00	22,445 10	18,415 32
Nescopec,				1,682 55	1,188 42
Nesquehoning Valley,		69,993 75	76,637 94	76,123 81	76,441 15
Neversink Mountain,				8,381 26	14,892 84
Newcastle and Beaver Valley,	258,002 51	237,537 15	263,079 70	234,674 66	158,693 72
Newcastle and Butler,			5,529 76	6,123 74	6,985 92
Newcastle and Shenango Valley,					16,175 16
New York, Lake Erie and Western,	19,882,071 11	20,840,022 84	29,657,017 03	29,788,245 19	32,203,771 30
New York, Lake Erie and Western Coal,	361,918 24	415,590 09	479,942 74	126,666 29	
New York, Lackawanna and Western,	147,132 61	164,429 73	170,609 43	178,510 87	181,823 99
New York, Chicago and St. Louis,	4,796,997 23	4,918,217 64	5,557,080 07	6,029,863 21	6,309,617 94
New York and North Pennsylvania,	6,986 68	7,979 46	7,561 27	10,516 93	11,087 92
New York, Pennsylvania and Ohio,	6,365,127 00	6,377,966 91	2,313,553 46	2,208,023 35	2,322,934 20
New York, Susquehanna and Western,	1,395,185 34	1,445,900 45	1,520,537 38	1,608,465 66	1,664,202 59
Nittany Valley,		13,935 43	24,595 20	14,301 49	8,751 56
Northern Central,	4,124,905 40	3,995,450 85	7,015,317 79	7,006,604 63	7,373,493 34
North East Pennsylvania,	26,826 90	26,119 59	32,043 77	44,181 44	70,916 47
North Pennsylvania,			897,617 80	899,735 80	881,700 00
North and West Branch,			309,513 36	300,227 21	342,348 68
Ohio and Baltimore Short Line,	4,757 32	7,282 65	6,804 92	3,642 51	12,217 41
Ohio Connecting,				40,896 39	103,067 50
Ontario, Carbondale and Scranton,				91,189 87	97,830 65
Pennsylvania,	35,305,728 40	36,698,183 84	71,093,629 36	71,176,830 07	74,213,020 41
Pennsylvania Company,	1,592,645 97	1,955,739 62	1,942,874 31	2,506,553 13	2,738,210 45

Pennsylvania and New York Canal and Railroad,	2,695,012 98	2,952,547 62	. . . . .	. . . . .	. . . . .
Pennsylvania, Poughkeepsie and Boston,	. . . . .	. . . . .	47,151 33	147,989 14	197,984 60
Pennsylvania Schuylkill Valley,	. . . . .	. . . . .	548,577 21	539,428 91	590,853 57
Pennsylvania and North Western,	. . . . .	. . . . .	636,806 76	840,178 06	896,306 12
Penn Gas Coal Company Railroad,	15,706 19	16,566 76	8,123 07	7,934 20	7,619 51
People's,	12,440 49	13,053 29	19,957 33	19,947 70	22,782 33
Perkiomen,	223,347 29	200,746 11	246,578 86	269,443 88	314,288 98
Perry County,	. . . . .	. . . . .	7,365 34	12,954 20	11,312 73
Philadelphia and Baltimore Central,	. . . . .	. . . . .	155,210 11	208,370 78	234,416 87
Philadelphia and Chester Valley,	. . . . .	38,199 29	46,569 20	53,313 08	50,337 60
Philadelphia and Erie,	4,036,931 27	4,373,042 30	1,880,388 84	1,782,409 02	1,676,902 97
Philadelphia, Germantown and Chestnut Hill,	183,921 41	198,564 37	52,767 78	92,810 21	86,298 07
Philadelphia, Germantown and Norristown,	. . . . .	. . . . .	278,342 10	285,168 36	278,722 59
Philadelphia, Newtown and New York,	88,190 76	93,185 66	109,470 29	113,860 65	110,413 25
Philadelphia and Reading,	21,416,103 39	20,597,294 16	21,119,186 01	21,781,820 54	33,517,380 66
Philadelphia and Trenton,	3,626,322 84	3,847,439 73	54,175 50	54,175 50	54,175 50
Philadelphia, Wilmington and Baltimore,	6,007,804 57	6,604,653 32	6,973,176 40	7,002,317 76	9,029,935 87
Pickering Valley,	. . . . .	. . . . .	4,473 24	4,660 64	4,856 89
Pine Creek,	612,844 15	723,232 80	770,006 40	864,114 77	1,026,173 15
Pittsburg and Castle Shannon,	66,508 16	68,397 82	68,302 64	101,536 61	127,393 61
Pittsburg, Chartiers and Youghiogheny,	61,920 54	89,705 05	101,514 84	136,928 18	145,634 96
Pittsburg, Cincinnati and St. Louis,	5,805,431 88	5,388,547 44	6,828,177 83	. . . . .	. . . . .
Pittsburg, Cincinnati, Chicago and St. Louis,	. . . . .	. . . . .	. . . . .	11,376,077 86	16,275,238 54
Pittsburg and Connellsville,	2,448,187 80	2,393,320 53	2,817,946 33	2,670,613 14	2,979,388 86
Pittsburg, Fort Wayne and Chicago,	11,302,813 04	9,967,498 34	11,795,780 54	11,511,347 12	12,472,271 29
Pittsburg Junction,	182,049 71	201,313 14	219,631 13	216,472 34	287,114 18
Pittsburg and Lake Erie,	1,560,380 67	1,756,646 85	3,687,236 88	3,648,618 13	4,313,517 62
Pittsburg, McKeesport and Youghiogheny,	891,813 77	1,030,560 23	384,579 00	441,579 00	505,714 44
Pittsburg and Northern,	. . . . .	3,658 64	4,867 79	2,038 21	1,957 52
Pittsburg, Shenango and Lake Erie,	. . . . .	. . . . .	249,250 37	. . . . .	377,945 23
Pittsburg, Virginia and Charleston,	. . . . .	. . . . .	291,243 22	404,892 85	415,313 97
Pittsburg and Western,	701,187 07	1,280,651 69	1,447,606 03	1,439,872 58	1,488,880 53
Pittsburg, Youngstown and Ashtabula,	986,393 93	1,082,588 70	1,318,775 65	1,090,697 05	1,560,986 13
Pomeroy and Newark,	. . . . .	. . . . .	. . . . .	. . . . .	31,018 79
Reading and Columbia,	354,038 53	312,769 06	315,322 95	334,725 59	341,419 68
Reynoldsville and Falls Creek,	. . . . .	. . . . .	. . . . .	. . . . .	115,226 09
Ridgway and Clearfield,	. . . . .	. . . . .	85,847 39	112,607 79	114,916 42
River Front,	. . . . .	. . . . .	23,270 00	23,270 00	23,090 00
Rochester and Pittsburg,	139,948 71	. . . . .	. . . . .	. . . . .	. . . . .
Rupert and Bloomsburg,	. . . . .	. . . . .	6,653 75	7,504 99	7,320 04
Salisbury,	33,415 89	39,021 67	51,035 42	54,847 76	57,494 21
Schuylkill and Lehigh,	. . . . .	. . . . .	. . . . .	. . . . .	51,000 00
Schuylkill River East Side,	. . . . .	. . . . .	250,782 44	281,011 40	265,495 15

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Schuylkill Valley Navigation Railroad,			$29,450 00	$29,450 00	$29,450 00
Shade Creek,				840 00	1,155 69
Shamokin, Sunbury and Lewisburg,					110,000 00
Shamokin Valley and Pottsville,	$387,024 81	$409,677 06	198,820 80	194,912 24	208,272 07
Sharon,			35,523 00	32,248 75	36,426 00
Sharpsville,	37,205 76	44,930 20	26,271 13	23,190 87	32,413 36
Sheffield and Spring Creek,			300 00	300 00	300 00
Sinnemahoning Valley,	37,000 74	39,882 09	114,693 15	115,107 86	157,901 57
Slate Run,	7,470 98	16,757 75	16,116 38	28,945 83	27,521 78
Somerset County,	12,347 60	10,519 25		5,563 35	5,440 52
Somerset and Cambria,	121,357 55	136,528 85	153,461 05	167,535 86	159,377 71
South Mountain,	34,034 59	39,842 64	38,512 21	35,206 13	
Southwest Pennsylvania,			458,718 91	354,662 67	496,696 72
Southern Pennsylvania,	18,346 27	20,856 47	23,435 77	25,286 85	
State Line (Pittsburg),	6,415 76	13,176 89	17,987 62	12,361 56	15,066 18
State Line and Sullivan,			40,000 00	40,000 00	40,000 00
Stewartstown,	11,148 68	11,823 17	11,524 80	14,069 61	15,630 34
Stony Creek,	53,073 15	28,756 56	27,322 48	28,923 05	28,297 39
Strasburg,			1,200 00	1,200 00	
Sunbury, Hazleton and Wilkes-Barre,			256,121 13	259,670 69	226,814 05
Sunbury and Lewistown,			238,043 17	826,101 54	191,128 21
Susquehanna and Clearfield,			1,595 84		5,236 89
Tamaqua, Hazleton and Northern,					18,378 35
Tiadaghton and Fahnastalk,					2,976 21
Tioga,	363,044 07	332,692 27	297,791 06	272,617 61	350,040 97
Tionesta Valley,	52,643 22	53,074 62	62,230 41	74,649 08	66,339 42
Tipton,			2,615 98	4,043 26	4,902 89
Trout Run,			2,700 00	5,512 60	5,252 90
Turtle Creek Valley,					8,207 09
Tyrone and Clearfield,			112,500 00	112,500 00	112,500 00
Ursina and North Fork,					1,810 63
Warren and Farnsworth,	11,145 57	9,958 60	11,690 95	8,167 67	4,971 62
Waynesburg and Washington,	45,672 09	50,546 94	55,679 12	60,294 43	56,941 30
West Chester,			12,598 86	12,412 50	13,104 23
Western Maryland,	623,818 64	597,787 28	659,848 51	692,331 32	828,281 28
Western New York and Pennsylvania,		3,061,565 90	3,653,923 10	13,796,067 64	3,875,431 62
Western Pennsylvania,			824,499 65	821,555 32	538,112 04

West Penn and Shenango Connecting,	35,453 05	. . . . .	. . . . .	. . . . .	. . . . .
Wheeling, Pittsburg and Baltimore,	465,609 77	530,369 56	724,160 07	688,153 03	644,703 01
Wilcox and Rocky Run,	. . . . .	. . . . .	. . . . .	. . . . .	1,919 35
Wilkes-Barre and Harvey's Lake,	5,394 73	19,728 94	. . . . .	. . . . .	. . . . .
Wilkes-Barre and Scranton,	. . . . .	. . . . .	48,400 00	48,400 00	48,550 00
Wilkes-Barre and Western,	10,674 93	15,163 85	18,470 60	18,753 81	22,684 59
Williamsport and North Branch,	60,682 36	61,273 05	72,949 14	83,597 02	79,460 39
Wilmington and Northern,	383,335 76	380,852 19	432,459 11	442,627 31	450,897 20
York and Peach Bottom,	56,083 75	57,625 40	12,250 00	10,208 34	. . . . .
	$198,977,406 69	$209,273,409 83	$270,326,792 61	$289,908,108 27	$305,680,351 20

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Addison and Pennsylvania,	$20,869 39	$79,503 91	$140,076 09	$112,387 43	$90,008 53
Allegheny and Kinzua,	. . . . .	. . . . .	. . . . .	89,034 38	71,261 32
Allegheny Valley,	1,220,020 61	1,194,256 44	2,558,136 17	2,728,126 25	2,782,2.9 71
Allentown,	424 34	247 10	1,000 00	240 00	398 13
Allentown Terminal,	. . . . .	. . . . .	9,000 00	18,000 00	18,000 00
Altoona, Clearfield and Northern,	. . . . .	. . . . .	. . . . .	. . . . .	4,710 25
Altoona and Wapsononock,	. . . . .	. . . . .	. . . . .	285 65	. . . . .
Bald Eagle Valley,	. . . . .	. . . . .	39,946 00	36,884 50	40,687 89
Baltimore and Harrisburg,	57,474 00	76,268 61	161,998 09	150,354 20	165,713 34
Baltimore and Lehigh,	. . . . .	. . . . .	. . . . .	. . . . .	273,665 99
Baltimore and Philadelphia,	455,799 94	511,414 64	261,663 96	925,601 46	1,004,512 66
Bangor and Portland,	81,232 46	74,595 33	101,813 52	129,140 60	120,616 90
Barclay Coal Company's Railroad,	39,363 71	46,844 44	51,681 89	30,538 14	70,760 18
Beaver and Elwood,	. . . . .	. . . . .	. . . . .	2,893 93	5,078 24
Bedford and Bridgeport,	. . . . .	. . . . .	78,421 48	1,636 87	92,774 43
Beech Creek,	413,630 45	540,599 69	897,133 33	870,780 61	1,017,890 86
Bellefonte Central,	. . . . .	. . . . .	. . . . .	. . . . .	14,636 44
Berlin,	14,685 79	15,023 38	28,772 72	16,702 65	32,510 06
Berlin Branch,	3,267 86	3,999 15	3,582 61	6,970 84	7,142 68
Bloomsburg and Sullivan,	. . . . .	. . . . .	. . . . .	. . . . .	65,395 30
Bradford, Bordell and Kinzua,	130,671 51	75,622 82	133,794 51	101,303 69	61,204 77
Bradford, Eldred and Cuba,	50,227 85	35,650 83	77,759 14	73,674 54	63,982 46
Bradford and Western Pennsylvania	. . . . .	. . . . .	. . . . .	. . . . .	4,077 44
Brownstone and Middletown,	. . . . .	. . . . .	. . . . .	. . . . .	8,116 65

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Buffalo, New York and Philadelphia,	$2,231,336 64				
Buffalo, Rochester and Pittsburg,	1,194,136 77	$2,025,667 89	$1,928 243 18	$2,375,618 43	$2,667,313 82
Cambria and Clearfield,			1,266 20	6,538 23	25,741 13
Catasauqua and Fogelsville,	53,217 42	47,543 46	56,745 90	71,082 29	52,465 61
Catawissa,			8,809 10	2,811 19	8,626 13
Chambersburg and Gettysburg,					5,702 31
Chartiers,	119,303 12	134,446 72	248,830 84	279,158 61	555,754 41
Chester Creek,			11,655 00	12,004 98	11,449 98
Chester and Delaware River,					21,099 72
Chestnut Hill,			2,000 00	2,000 00	2,000 00
Clarion River,				1,326 91	5,608 42
Cleveland and Pittsburg,	2,335,785 66	2,130,803 43	3,523,776 52	3,513,623 77	3,589,019 52
Colebrookdale,	286 02	249 00	36,100 00	36,240 00	36,262 21
Columbia and Port Deposit,			205,760 05	42,764 42	79,454 07
Connecting,			66,797 64	63,294 90	76,746 06
Corning, Cowanesque and Antrim,	622,752 98	674,606 77	721,746 65	690,037 92	697,896 47
Cornwall,	110,263 83	131,206 04	115,102 40	89,303 60	72,937 63
Cornwall and Lebanon,	267,041 65	188,922 75	185,991 60	204,693 01	176,608 88
Confluence and Oakland,			14,687 71	31,415 47	30,181 22
Coudersport and Port Allegheny,	22,079 00	26,640 00	30,776 60	39,806 00	45,759 00
Cresson, Clearfield County and New York Short Route,	56,852 39	57,881 73		61,849 58	62,353 60
Cumberland Valley,	592,423 34	543,374 53	728,916 34	818,464 70	811,762 32
Crescent Connecting,					634 08
Delaware and Hudson Canal Company's Railroad,	1,389,117 44	2,408,141 41	2,147,489 24	2,677,879 26	2,512,041 97
Delaware, Lackawanna and Western,	4,199,472 84	5,947,994 30	10,840,802 92	12,019,381 71	11,832,945 40
Delaware River and Lancaster,				25,469 23	30,960 88
Delaware, Susquehanna and Schuylkill,			56 01	2,727 30	169,081 83
Dillsburg and Mechanicsburg,	20,537 97	15,991 76	25,022 34	24,479 80	24,850 93
Downingtown and Lancaster,			13,202 19	15,300 66	16,491 16
Dunkirk, Allegheny Valley and Pittsburg,	225,156 54	198,181 33	204,925 95	204,949 91	204,961 01
East Broad Top,	100,086 90	113,017 63	148,607 26	122,852 31	124,445 28
East Mahanoy,	30,950 50	30,943 00	2,191 00	2,193 00	3,176 00
East Pennsylvania,					19,800 00
Elmira and Williamsport,	628,773 12	687,635 76	99,848 47	109,117 04	95,951 63
Erie and Pittsburg,	477,028 79	428,480 31	987,803 88	957,935 60	920,212 02
Erie and Wyoming Valley,	569,859 05	473,379 98	584,765 45	662,870 93	667,590 58

Evergreen,	6,708 58				
Falls Creek,			4,318 11	7,547 77	5,050 57
Fayette County,			829 03	1 50	451 75
Ferney Mountain,				6,300 00	
Gettysburg and Harrisburg,	23,041 02	24,931 46	43,790 64	51,696 06	140,186 42
Hanover and York,	44,653 85		14,215 05	14,095 54	15,435 26
Harrisburg, Portsmouth, Mt. Joy and Lancaster,			35,546 68	34,054 77	39,447 73
Hunters Run and Slate Belt,					8,104 88
Huntingdon and Broad Top Mountain,	232,209 27	264,084 08	452,849 27	478,427 13	426,857 86
Ironton,	18,806 62	19,663 88	21,070 89	32,683 79	27,528 27
Jamestown and Franklin,	112,716 27	119,185 52	51,353 73		48,117 92
Johnsonburg,				14,025 15	13,811 37
Junction,	113,520 29	106,940 93	140,828 01	166,812 73	135,763 26
Kensington and Tacony,			5 40	190 26	12 00
Kinzua Creek and Kane,			16,817 63	18,715 87	19,001 93
Kinzua Valley,			2,230 00	603 43	10,502 96
Lackawanna and Montrose,					7,690 10
Lake Shore and Michigan Southern,	11,029,798 17	11,310,371 19	17,690,413 12	17,680,098 16	19,902,977 72
Lehigh and Lackawanna,	58,333 33		43,134 69	61,005 86	80,379 00
Lehigh and Susquehanna,			2,208,006 31	2,414,307 13	4,342,161 05
Lehigh Valley,	6,142,396 25	8,475,598 94	13,995,957 88	16,155,820 03	8,335,537 36
Lewisburg and Tyrone,			15,887 64	13,334 15	18,653 84
Ligonier Valley,	35,271 77	18,874 07	29,128 11	37,703 92	36,692 32
Little Saw Mill Run,	31,955 25	37,170 82	47,944 39	47,417 23	53,477 47
Little Schuylkill Navigation,	34,343 38	34,405 13	34,379 68	35,413 22	44,117 24
Littlestown,	17,124 12	17,448 70	3,155 69	2,990 33	940 00
Lykens Valley,	78,349 69	73,657 85	1,446 68	1,726 96	1,910 67
McKeesport and Bessemer,					10,366 00
McKeesport Connecting,				1,655 62	4,452 31
Mahoning Valley,				2,063 65	23,067 57
Mauch Chunk, Summit Hill and Switch-Back,					16,347 38
Meadville and Linesville,	26,135 83	33,340 57	30,936 83	28,682 11	18,773 75
Middletown and Hummelstown,				15,637 81	
Mifflin and Centre County,			15,214 62	14,023 50	13,796 21
Mill Creek and Mine Hill Navigation,			708 14	712 21	695 27
Mine Hill and Schuylkill Haven,			22,344 80	21,867 07	22,170 75
Monongahela Connecting,	22,812 49	22,516 17	64,130 94	63,156 24	98,420 71
Mont Alto,	21,175 47	19,032 77	29,211 58	57,361 40	39,470 79
Montour,				31,342 63	39,258 28
Montrose,	22,814 82	21,907 26	15,761 76	19,642 56	17,011 20
Mount Carbon and Port Carbon,			2,387 17	2,391 60	3,524 74
Mount Carmel and Natalie,					5,591 48
Mount Jewett, Kinzua and Wrightsville,				11,320 17	24,268 00

52–11–92.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Mount Penn Gravity,			$9,052 41	$18,260 09	$40,015 48
Mount Pleasant and Broadford,	$661 72	$688 36	311 54	193 65	527 16
Neseopec,			10,207 77	11,062 21	11,310 16
Nesquehoning Valley,			6,012 94	5,346 31	5,511 15
Neversink Mountain,				8,730 92	12,855 36
Newcastle and Beaver Valley,	120,084 84	124,421 55	243,115 33	230,773 44	170,105 85
Newcastle and Butler,				5,518 03	7,637 19
Newcastle and Shenango Valley,					23,132 19
Newport and Sherman's Valley,					4,126 37
New York, Lake Erie and Western,	12,918,151 63	13,099,372 27	26,053,667 41	26,481,930 57	31,199,486 07
New York, Lake Erie and Western Coal,	198,178 53	224,268 65	454,702 76	117,611 72	
New York, Lackawanna and Western,	67,341 98	75,423 98	82,963 48	90,018 07	93,913 29
New York, Chicago and St. Louis,	7,159,781 36	4,323,196 73	5,237,866 81	5,797,715 01	6,097,028 99
New York and North Pennsylvania,	4,490 26	5,024 84	7,151 67	10,947 74	11,077 18
New York, Pennsylvania and Ohio,	4,101,313 92	4,520,885 09	2,337,902 57	2,092,568 93	2,198,609 06
New York, Susquehanna and Western,	797,887 83	1,032,943 69	1,326,446 54	1,408,352 28	1,433,696 08
Nittany Valley,		11,860 50	17,516 90	11,071 85	15,567 46
Northern Central,	2,634,720 62	2,427,690 69	6,289,593 33	6,386,584 37	6,797,928 96
North East Pennsylvania,	30,768 53	29,615 42	54,373 33	64,823 96	100,309 52
North Pennsylvania,			522,741 80	522,741 80	504,000 00
North and West Branch,			108,052 55	105,132 42	105,277 04
Ohio and Baltimore Short Line	12,667 09	19,473 73	84,368 04	45,336 73	80,916 20
Ohio Connecting,				40,896 39	103,069 50
Ontario, Carbondale and Scranton,				78,194 75	78,208 00
Pennsylvania,	22,328,536 29	25,973,375 69	62,036,792 04	61,829,338 76	64,528,554 97
Pennsylvania Company,	369,204 00	325,159 64	1,246,820 87	1,476,291 40	1,580,197 68
Pennsylvania and New York Canal and Railroad,	2,044,423 55	2,108,020 99			
Pennsylvania, Poughkeepsie and Boston,			307,643 66	438,912 35	451,805 26
Pennsylvania Schuylkill Valley,			378,468 80	394,524 74	404,369 31
Pennsylvania and North Western,			605,562 58	707,727 00	748,902 36
Penn Gas Coal Company's Railroad,	16,638 55	22,808 46	17,940 57	18,207 06	17,895 16
People's,	7,848 79	14,933 60	12,062 33	12,337 61	15,214 40
Perkiomen,	156,518 90	145,325 83	263,446 87	260,551 97	288,807 76
Perry County,			5,737 72	11,149 43	9,016 15
Philadelphia and Baltimore Central,			130,502 68	179,573 73	160,635 69
Philadelphia and Chester Valley,		39,402 51	58,156 98	61,821 92	71,629 46
Philadelphia and Erie,	2,457,047 55	2,733,088 32	1,568,883 83	1,332,668 95	1,261,061 84

Philadelphia, Germantown and Chestnut Hill,	130,425 34	145,745 84	56,394 03	50,459 56	54,124 07
Philadelphia, Germantown and Norristown,	. . . . .	. . . . .	7,532 49	23,917 33	7,309 38
Philadelphia, Newtown and New York,	90,729,23	104,657 47	92,624 47	133,509 62	140,855 25
Philadelphia and Reading,	13,298,561 59	13,800,781 15	19,344,879 43	19,718,304 37	33,133,668 64
Philadelphia and Trenton,	2,010,914 45	2,125,626 90	4,765 50	4,765 50	4,765 50
Philadelphia, Wilmington and Baltimore,	4,536,776 21	4,827,378 53	5,918,431 49	6,211,112 75	7,830,985 34
Pickering Valley,	. . . . .	. . . . .	23,361 00	23,501 00	23,507 63
Pine Creek,	384,232 80	473,929 18	970,871 66	822,819 01	959,480 93
Pittsburg and Castle Shannon,	63,775 19	61,615 94	61,271 85	98,641 09	129,039 53
Pittsburg, Chartiers and Youghiogheny,	136,404 67	142,401 08	131,780 62	150,000 42	157,647 77
Pittsburg, Cincinnati and St. Louis,	4,240,485 27	4,321,891 07	8,317,141 39	. . . . .	. . . . .
Pittsburg, Cincinnati, Chicago and St. Louis,	. . . . .	. . . . .	. . . . .	11,043,309 43	15,263,218 92
Pittsburg and Connellsville,	1,438,806 06	1,690,775 29	3,025,361 22	3,106,361 46	5,371,891 95
Pittsburg, Fort Wayne and Chicago,	7,923,343 98	7,129,360 60	10,776,273 54	10,602,357 33	11,799,031 79
Pittsburg Junction,	237,132 49	120,304 71	171,902 59	184,926 44	206,823 34
Pittsburg and Lake Erie,	1,649,548 94	1,838,210 00	3,617,690 04	3,342,784 92	3,843,690 72
Pittsburg, McKeesport and Youghiogheny,	450,668 77	632,488 23	189,000 00	225,000 00	268,135 44
Pittsburg and Northern,	. . . . .	6,420 40	3,672 29	4,776 06	4,264 20
Pittsburg, Shenango and Lake Erie,	. . . . .	. . . . .	247,701 87	. . . . .	434,659 58
Pittsburg, Virginia and Charleston,	. . . . .	. . . . .	176,487 29	186,527 03	222,436 75
Pittsburg and Western,	473,292 63	1,208,150 18	1,220,150 33	1,463,071 11	1,763,101 05
Pittsburg, Youngstown and Ashtabula,	617,254 47	916,161 57	1,318,775 65	1,090,697 05	1,560,986 13
Pomeroy and Newark,	. . . . .	. . . . .	. . . . .	991 78	944 32
Reading and Columbia,	269,184 64	270,482 39	368,456 72	374,511 48	392,525 21
Reynoldsville and Falls Creek,	. . . . .	. . . . .	. . . . .	. . . . .	74,965 76
Ridgway and Clearfield,	. . . . .	. . . . .	29,558 35	29,096 93	28,529 66
River Front,	. . . . .	. . . . .	9,738 00	9,740 30	9,734 80
Rochester and Pittsburg,	130,933 84	. . . . .	. . . . .	. . . . .	. . . . .
Rupert and Bloomsburg,	. . . . .	. . . . .	9,824 92	10,003 71	10,146 98
Salisbury,	22,547 91	28,556 52	54,089 64	37,740 65	61,041 77
Schuylkill River East Side,	. . . . .	. . . . .	225,000 00	225,000 00	225,000 00
Schuylkill Valley Navigation Railroad,	. . . . .	. . . . .	693 97	698 50	696 65
Shade Creek,	. . . . .	. . . . .	. . . . .	722 50	1,304 51
Shamokin, Sunbury and Lewisburg,	. . . . .	. . . . .	. . . . .	. . . . .	110,000 00
Shamokin Valley and Pottsville,	184,556 22	214,041 35	146,528 83	142,608 35	155,949 07
Sharon,	. . . . .	. . . . .	9,676 24	9,114 82	9,226 94
Sharpsville,	26,468 71	37,577 33	30,335 57	36,396 58	39,355 90
Sinnemahoning Valley,	37,594 37	40,482 80	105,307 04	115,139 04	167,754 21
Slate Run,	7,909 11	20,401 06	20,436 79	23,945 42	24,749 28
Somerset County,	7,309 23	6,749 45	6,347 88	5,996 16	5,302 80
Somerset and Cambria,	128,651 29	149,082 99	171,048 31	163,345 16	286,348 59
South Fork,	. . . . .	. . . . .	. . . . .	. . . . .	438 60
South Mountain,	21,731 26	23,537 24	31,881 38	27,160 52	. . . . .

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
South-West Pennsylvania,			$103,098 04	$119,958 36	$97,342 94
Southern Pennsylvania,	$20,448 83	$22,994 69	24,682 24	25,001 36	
State Line (Pittsburg),	5,779,39	26,866 95	14,685 35	11,389 53	28,618 24
State Line and Sullivan,					16,800 00
Stewartstown,	7,543 40	7,224 11	7,729 66	8,643 54	9,448 73
Stony Creek,	46,077 25	39,623 77	57,075 82	58,570 61	58,716 48
Sunbury, Hazletown and Wilkes-Barre,			156,201 70	152,336 55	151,278 67
Sunbury and Lewistown,			154,613 56	130,360 03	113,540 24
Susquehanna and Buffalo,					3,910 17
Susquehanna and Clearfield,			14,928 26	14,743 74	14,670 20
Tamaqua, Hazleton and Northern,					17,592 73
Tiadaghton and Fahnastalk,					3,877 04
Tioga,	236,223 67	196,207 07	301,296 09	231,292 08	245,796 54
Tionesta Valley,	35,127 98	36,503 61	35,464 58	49,777 13	50,802 83
Tipton,			7 40	7 40	8 00
Trout Run,				3,975 49	3,675 20
Turtle Creek Valley,			9,690 00		421 30
Tyrone and Clearfield,			52,500 00	52,500 00	52,500 00
Ursina and North Fork,					2,013 12
Warren and Farnsworth,	9,949 64	9,108 44	9,758 79	8,710 52	5,563 16
Waynesburg and Washington,	44,194 08	40,487 96	53,569 56	51,953 74	47,494 88
West Chester,			4,348 86	4,162 50	4,854 23
Western Maryland,	398,324 66	404,257 05	797,690 03	785,807 00	902,991 20
Western New York and Pennsylvania,		2,324,449 26	3,294,881 30	4,135,998 71	4,033,446 15
Western Pennsylvania,			238,071 32	236,724 75	246,608 84
West Penn and Shenango Connecting,	30,299 11				
Wheeling, Pittsburg and Baltimore,	484,539 06	593,367 88	700,047 24	885,021 96	1,474,673 27
Wilkes-Barre and Harvey's Lake,		17,176 68			
Wilkes-Barre and Scranton,			23,400 00	23,400 00	23,550 00
Wilkes-Barre and Western,	7,646 76	11,942 12	15,683 04	18,717 25	24,469 78
Williamsport and North Branch,	36,569 34	41,777 43	72,594 08	69,958 24	69,127 37
Wilmington and Northern,	418,825 89	459,691 29	378,860 82	403,808 89	393,468 81
York and Peach Bottom,	42,493 14	41,373 12	12,250 00	10,208 34	
	$131,578,842 96	$141,385,104 62	$235,426,693 66	$245,461,571 32	$276,748,992 26

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIYE YEARS.

NAME OF COMPANY.	1887.		1888.		1889-90.		1890-91.		1891-92.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Addison and Pennsylvania,				3	3					
Allegheny and Kinzua,							1	20	1	3
Allegheny Valley,	15	24	9	8	10	61	23	38	23	77
Altoona and Wapsononock,								1		
Baltimore and Cumberland Valley Extension,		1								2
Baltimore and Harrisburg,				4	1	3	1	4		13
Baltimore and Lehigh,		14	8	32					1	
Bangor and Portland,	1					1		1	3	
Barclay Coal Company's Railroad,		4		5		1		1	1	1
Beech Creek,	2	1	7	27	7	22	2	17	6	19
Bradford, Bordell and Kinzua,	2	7	1	3		6		5	1	2
Bradford, Eldred and Cuba,				2	1	1				
Bradford, Richburg and Cuba,					1	1				
Buffalo, Bradford and Pittsburg,	5	38	4	36						
Buffalo, New York and Philadelphia,	24	77								
Buffalo, Rochester and Pittsburg,	4	62	10	79	15	164	29	249	12	327
Catasauqua and Fogelsville,	1								1	
Chartiers,	5	3	2	5	6	6	1	14	8	32
Clarion River,									1	
Cleveland and Pittsburg,	2	8	1	3	2	11	1	5	2	2
Corning, Cowanesque and Antrim,	1	40	5	36	6	32	3	37	5	37
Cornwall,	1	1		2	1	2				
Cornwall and Lebanon,					3	2	1	5		3
Confluence and Oakland,					2	1				
Cresson, Clearfield County and New York Short Route,		5		1			1	2		
Cumberland Valley,		7	2	4	5	13	4	10	4	2
Delaware and Hudson Canal Company's Railroad,	11	20	30	67	18	79	23	57	18	83
Delaware, Lackawanna and Western,	28	43	40	39	29	39	18	33	34	50
Delaware, Susquehanna and Schuylkill,								15	2	24
Dunkirk, Allegheny Valley and Pittsburg,		4	1	2	1	2	4	18	2	13

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.		1888.		1889-90.		1890-91.		1891-92.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Broad Top,		1				3		1		
Elmira and Williamsport,	6	43	1	26						
Erie and Pittsburg,	6	8	1	3	5	13	7	19	2	27
Falls Creek,								1		
Huntingdon and Broad Top Mountain,	2	13		8	2	12	3	9	1	7
Jefferson,	5	19	12	35						
Junction,				1	2	5	2	1		
Kinzua Creek and Kane,					1		1		2	
Laekawanna and Montrose,										1
Lake Shore and Michigan Southern,	7	16	13	18	7	19	9	18	10	12
Lehigh and Lackawannna,		6								3
Lehigh and Susquehanna,	21	49	21	49	27	80			25	74
Lehigh Valley,	45	34	123	98	80	78	84	142	35	66
Ligonier Valley,									1	
Little Saw Mill Run,		1		1		1				
Lykens Valley,			2							
Mahoning Valley,								1		
Monongahela Connecting,						2	2	2	1	5
Monongahela River and Streets Run,									1	
Mont Alto,	2	1								
Montour,						1				
Mount Jewett, Kinzua and Wrightsville,								1		
Mount Penn Gravity,							4	14	1	4
Mount Pleasant and Bradford,					1					
Nesquehoning Valley,		6								
Neversink Mountain,										1
Neweastle and Beaver Valley,	3	4	2	10	1	12	2	6	1	9
Newport and Sherman's Valley,										3
New York, Lake Erie and Western,	178	923	176	949	30	330	31	221	16	135
New York, Lake Erie and Western Coal,	1	12	3	21	5	26	1	2		
New York, Chicago and St. Louis,	1	3	2	3	5	27	6	16	4	22

New York and North Pennsylvania,					1							
New York, Pennsylvania and Ohio,	25	211	71	402	71	474	10	71				
New York, Susquehanna and Western,	8	8	5	8					4	10		
Nittany Valley,				1								
Northern Central,	6	78	6	70	30	273	39	274	25	290		
Ohio and Baltimore Short Line,				2	1	1						
Ohio Connecting,										1		
Pennsylvania,	282	2,027	208	1,897	625	4,374	492	3,528	520	3,995		
Pennylvania and New York Canal and Railroad,	9	32	6	43								
Pennsylvania, Poughkeepsie and Boston,					2	2	4	2	1	6		
Pennsylvania and North Western,					1	7	12	32	6	26		
Perkiomen,	1		1	2	3		1	2	3	10		
Perry County,					1							
Philadelphia and Erie,	25	190	20	168								
Philadelphia, Germantown and Chestnut Hill,		8	2	13								
Philadelphia, Newtown and New York,								1		4		
Philadelphia and Reading,	122	103	187	125	171	203	188	281	249	434		
Philadelphia and Trenton,	25	59	23	72								
Philadelphia, Wilmington and Baltimore,	49	25	30	1	68	230	60	235	85	341		
Pine Creek,	1	10	1	12	3	29	4	15	2	22		
Pittsburg and Castle Shannon,				1				1	1			
Pittsburg, Chartiers and Youghiogheny,	2	2	2	5	2	4		5	2	8		
Pittsburg, Cincinnati and St. Louis,	23	40	25	51	24	39						
Pittsburg, Cincinnati, Chicago and St. Louis,							108	1,080	205	1,731		
Pittsburg and Connellsville,	55	46	28	19	40	44	52	53	48	120		
Pittsburg, Fort Wayne and Chicago,	17	146	23	128	19	159	27	293	30	324		
Pittsburg Junction,	3		3	5	1	11			1	18		
Pittsburg and Lake Erie,	11	21	7	76	56	158	48	112	34	129		
Pittsburg, McKeesport and Youghiogheny,	14	12	6	51								
Pittsburg and Northern,							1	1				
Pittsburg, Shenango and Lake Erie,					2	2			2	12		
Pittsburg and Western,	13	9	13	35	21	121	15	143	12	41		
Pittsburg, Youngstown and Ashtabula,	1	7	1	16	2	21	1	4	2	14		
Reading and Columbia,		4		5	6	27	2	7	3	7		
Reynoldsville and Falls Creek,									1	4		
Rochester and Pittsburg,	1	15										
Salisbury,			1	1								
Shamokin Valley and Pottsville,	3	7	8	8								
Sharpsville,		2			1	1	1	1				
Slate Run,					1		1	1		1		
Somerset County,									1	1		
Somerset and Cambria,		2		3		2	1	1				
South Mountain,		2										

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.		1888.		1889-90.		1890-91.		1891-92.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
State Line,	. . .	. . . .	1	1	. .	. .	. .	. . . .	. . . .	. . . .
Stony Creek,	1	. . . .	. . . .	1	. . . .	. . . .	. .	. . . .	. . . .	1
Tiadaghton and Fahnastalk,	. . . .	. . . .	. . . .	.	. . . .	. . . .	. . . .	. . . .	. . . .	1
Tioga,	2	13	5	13	. . . .	69	1	20	2	16
Turtle Creek Valley,	. . . .	. . . .	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	. . . .
Waynesburg and Washington,	. . . .	1	. . . .	. . . .	. . . .	2	. . . .	1	. . . .	1
Western Maryland,	. . . .	9	2	6	3	8	3	12	8	13
Western New York and Pennsylvania,	. . . .	. . . .	26	100	19	105	21	72	11	159
Wheeling, Pittsburg and Baltimore,	. . . .	4	8	7	9	6	11	12	5	12
Wilkes-Barre and Harvey's Lake,	1	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Wilkes-Barre and Western,	. . . .	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	. . . .	. . . .
Williamsport and North Branch,	1	. . . .	. . . .	1	. . . .	. . . .	. . . .	3	1	1
Wilmington and Northern,	5	21	1	13	2	20	5	10	. . . .	8
York and Peach Bottom,	1	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
	1,086	4,622	1,244	4,944	1,463	7,447	1,372	7,259	1,489	8,820

TABULATED RESULTS

COMPILED FROM

Reports of Passenger Railway Companies.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	$200,000 00	$200,000 00	$200,000 00	$200,000 00	6	. .
Allentown and Bethlehem Rapid Transit,	1,000,000 00	1,000,000 00	1,000,000 00	552,650 27	6	. .
Beaver Valley,	60,000 00	60,000 00	60,000 00	. . . . .	. .	. .
Beaver Valley Traction,	300,000 00	300,000 00	300,000 00	167,000 00	6	. .
Bethlehem and Allentown,	100,000 00	100,000 00	100,000 00	100,000 00	6	. .
Bethlehem and South Bethlehem,	200,000 00	200,000 00	200,000 00	200,000 00	6	. .
Braddock Electric,	350,000 00	56,000 00	56,000 00	41,200 00	6	. .
Braddock and Turtle Creek,	62,000 00	60,787 50	60,787 50	50,000 00	6	2½
Bradford and Kendall,	12,000 00	12,000 00	12,000 00	. . . . .	. .	. .
Catharine and Bainbridge,	150,000 00	150,000 00	150,000 00	150,000 00	5	. .
Central Traction,	1,500,000 00	1,500,000 00	896,067 50	395,000 00	5	. .
Central Electric,	60,000 00	60,000 00	60,000 00	. . . . .	. .	. .
Chester,	150,000 00	150,000 00	150,000 00	. . . . .	. .	. .
Chelten Avenue,	78,000 00	39,000 00	3,900 00	69,998 02	. .	. .
Citizens', Philadelphia,	500,000 00	192,500 00	192,500 00	. . . . .	. .	. .
Citizens', Pittsburg,	200,000 00	200,000 00	200,000 00	. . . . .	. .	. .
Citizens', Norristown,	80,000 00	50,000 00	49,520 00	8,200 00	. .	. .
Citizens', Steelton,	100,000 00	72,000 00	11,940 51	1,000 00	. .	. .
Citizens', Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,378,000 00	5	6
City, Altoona,	180,000 00	180,000 00	180,000 00	48,295 69	5	.
Coalville,*						
Continental,	1,000,000 00	1,000,000 00	580,000 00	350,000 00	6	12
Connellsville, New Haven and Leisenring,	100,000 00	70,000 00	70,000 00	24,218 03	5	
Duquesne Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,562,874 74	5	

DuBois Traction,	50,000 00	37,800 00	13,600 00	15,749 87	6	. . .
East Harrisburg,	500,000 00	149,987 50	149,987 50	298,668 84	. . . .	11
East Reading,	100,000 00	100,000 00	100,000 00	3,200 00	. . . .	4
Easton, South Easton and West End,	125,000 00	120,000 00	120,000 00	4,249 20	. . . .	. . .
Empire,	600,000 00	. . . . .	. . . . .	200,000 00	7	. . .
Erie City,	100,000 00	100,000 00	100,000 00	25,000 00	6	. . .
Erie City Electric,	700,000 00	700,000 00	700,000 00	377,671 23	6	. . .
Federal Street and Pleasant Valley,	1,400,000 00	1,400,000 00	1,400,000 00	1,226,000 00	5	6
Fort Pitt Ineline Plane,	60,000 00	60,000 00	60,000 00	30,000 00	6	2
Forty-third Street and Bloomfield Street,	5,000 00	5,000 00	†	. . . . .	. . . .	. . .
Frankford and Southwark,	1,250,000 00	1,250,000 00	1,250,000 00	33,000 00	. . . .	20
Germantown,	1,500,000 00	1,500,000 00	572,800 00	227,500 00	5	.
Green and Coates Streets,	500,000 00	500,000 00	150,000 00	100,000 00	6	12
Greensburg and Hempfield Electric,	60,000 00	60,000 00	59,250 00	70,922 23	6	. . .
Greenfield Avenue,	6,000 00	6,000 00	6,000 00	3,753 19	. . .	. . .
Harrisburg City,	Unlimited	125,000 00	125,000 00	. . . . .	. . . .	9
Hestonville, Mantua and Fairmount,	2,050,000 00	2,050,000 00	299,381 36	499,500 00	6	. .
Johnstown,	250,000 00	137,500 00	137,500 00	252,720 94	6	6
Lancaster City,	20,000 00	63,900 00	63,900 00	185,517 86	5	.
Lebanon and Annville,	100,000 00	100,000 00	100,000 00	53,198 34	5	. .
Lehigh Avenue,	1,000,000 00	. . . . .	300,000 00	40,000 00	. .	.
Lombard and South Streets,	750,000 00	625,000 00	374,842 50	373,945 46	5 & 7	12
Manayunk and Roxboro' Ineline,	100,000 00	. . . . .	58,475 00	7,300 00	. . . .	. . .
Mahanoy City, Shenandoah, Girardsville and Ashland,	100,000 00	300,000 00	200,000 00	100,000 00	6	. . .
Marshall street,	250,000 00	250,000 00	25,000 00	. . . . .	. . . .	. . .
Middletown, Highspire and Steelton,	100,000 00	100,000 00	15,000 00	. . . . .	. . . .	. . .
Millvale,	15,000 00	15,000 00	4,509 23	. . . . .	. . . .	. . .
Monongahela Inelined Plane,	20,000 00	200,000 00	200,000 00	54,000 00	5	8
Mount Oliver Ineline,	100,000 00	100,000 00	87,350 00	44,500 00	6	3
Neweastle Electric,	40,000 00	40,000 00	40,000 00	2,282 58	. . . .	. . .
Norristown,	50,000 00	44,450 00	44,439 65	1,750 00	. . . .	. . .
Nunnery Hill Ineline Plane,	60,000 00	60,000 00	60,000 00	32,040 00	6	. .
Pennsylvania Motor Company,	120,000 00	120,000 00	120,000 00	64,506 00	6	. . .
People's, Philadelphia,	2,250,000 00	2,250,000 00	725,646 75	750,000 00	5 & 7	. . .
People's, Scranton,	50,000 00	425,000 00	425,000 00	362,007 17	6	
Philadelphia City,	1,000,000 00	475,000 00	475,000 00	300,000 00	5 & 7	15
Philadelphia and Darby,	200,000 00	200,000 00	200,000 00	100,000 00	4	. . .
Philadelphia and Gray's Ferry,	1,000,000 00	308,750 00	308,750 00	. . . . .	. .	5½
Philadelphia Traction,	8,000,000 00	6,000,000 00	6,000,000 00	1,159,000 00	4	6
Pittsburg, Allegheny and Manchester Passenger,	350,000 00	350,000 00	350,000 00	100,000 00	8	. . .

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

† Included in report of Millvale Passenger Railway Company.

TABLE A—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Pittsburg, Allegheny and Manchester Traction,	$3,000,000 00	$2,919,566 67	$2,919,566 67	$1,687,961 01	5	. . .
Pittsburg and Birmingham Passenger,	200,000 00	200,000 00	200,000 00	75,000 00	7 3/10	6
Pittsburg and Birmingham Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,627,324 39	5	. . .
Pittsburg, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	7,000 00	6	. . .
Pittsburg Traction,	2,500,000 00	2,500,000 00	1,900,000 00	754,202 15	5	. . .
Pittsburg Incline Plane,	150,000 00	150,000 00	150,000 00	250,000 00	6	3 3/4
Pittsburg Union,	. . . . .	100,000 00	82,755 00	100,000 00	5	. . .
Pittsburg and West End,	200,000 00	200,000 00	124,000 00	175,000 00	5	. . .
Pittston,	10,000 00	. . . . .	200 00	. . . . .	. . .	. . .
Reading City,	400,000 00	350,000 00	350,000 00	124,800 00	5	5
Reading and South Western,	130,000 00	130,000 00	130,000 00	13,243 08	. . .	. . .
Ridge Avenue,	750,000 00	420,000 00	420,000 00	26,000 00	. . .	. . .
Saint Clair Incline,	150,000 00	150,000 00	150,000 00	75,000 00	6	6
Schuylkill River,	500,000 00	500,000 00	50,000 00	. . . . .	. . .	1
Scranton,	100,000 00	50,000 00	50,000 00	100,000 00	6	. . .
Scranton Suburban,	200,000 00	100,000 00	100,000 00	200,000 00	6	4
Second Avenue,	500,000 00	400,000 00	400,000 00	150,000 00	5 & 6	6
Second and Third Streets,	1,060,200 00	1,060,200 00	771,076 25	. . . . .	. . .	16
Seventeenth and Nineteenth Streets,	500,000 00	500,000 00	250,000 00	100,000 00	5	6
Shamokin,	12,000 00	50,000 00	46,145 00	22,108 66	. . .	2
South Side, Pittsburg,	65,000 00	38,400 00	38,400 00	19,000 00	5	. . .
Stroudsburg,	20,000 00	25,600 00	25,600 00	. . . . .	. . .	2½
Sunbury and Northumberland, Electric,	125,000 00	125,000 00	125,000 00	65,000 00	6	. . .
Thirteenth and Fifteenth Streets,	1,000,000 00	334,529 44	334,529 44	190,000 00	7	. . .

Troy Hill Incline Plane and Bridge Company,	200,000 00	200,000 00	200,000 00	105,000 00	6	. .
Twenty-second street and Allegheny avenue, Philadelphia,	500,000 00	500,000 00	50,000 00	. . . . .	. . .	. . .
Union, Philadelphia,	1,000,000 00	1,500,000 00	925,000 00	750,000 00	5	19
Union, Chester, Pa.,	100,000 00	100,000 00	40,000 00	. . . . .	. . .	. . .
Uniontown,	50,000 00	50,000 00	50,000 00	46,000 00	5	. . .
Warren,	25,000 00	18,600 00	3,484 93	2,000 00	. . . .	. . .
Washington Electric,	60,000 00	. . . . .	38,160 00	23,093 00	6	. . .
West Chester,	60,000 00	60,000 00	60,000 00	50,000 00	5	. . .
West End Street, Lancaster,	225,000 00	225,000 00	225,000 00	245,400 00	5	. . .
West Philadelphia,	750,000 00	750,000 00	750,000 00	996,000 00	5 & 6	20
White Electric Traction,	15,000 00	17,500 00	17,500 00	39,539 10	6	. .
Williamsport,	600,000 00	250,000 00	250,000 00	113,000 00	6	2
Wilkes-Barre and Kingston,*	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. .
Wilkes-Barre and Suburban,	40,000 00	100,000 00	100,000 00	35,000 00	5	2
Wilkes-Barre and Wyoming Valley Traction,	5,000,000 00	5,000,000 00	5,000,000 00	1,520,000 00	5	. . .
York,	100,000 00	85,700 00	85,700 00	8,300 00	. . . .	3
	$61,300,200 00	$54,830,771 11	$45,462,264 79	$22,091,385 05	. . .	. .

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

TABLE B—COST AND MILEAGE.

NAME OF COMPANY.	Cost of construction of road.	Cost of equipment.	Total cost of road and equipment.	Value of real estate held, exclusive of roadway.	Length of road.	Guage of track.
Allentown,	$400,000 00	. . . . .	$400,000 00	$15,000 00	7.56	4.8½
Allentown and Bethlehem Rapid Transit,	417,051 71	104,275 73	521,327 44	18,000 00	13.96	4.8½
Beaver Valley,	140,000 00	. . . . .	140,000 00	. . . . .	3.10	5.2½

TABLE B—COST AND MILEAGE—CONTINUED.

NAME OF COMPANY	Cost for construction of road.	Cost of equipment.	Total cost of road and equipment.	Value of real estate held, exclusive of roadway.	Length of road.	Guage of Track.
Beaver Valley Traction,	$150,000 00	$75,354 51	$225,354 51	$40,000 00	7.00	5.2½
Bethlehem and Allentown,	200,000 00	. . . . .	200,000 00	. . . . .	4.50	4.8½
Bethlehem and South Bethlehem,	400,000 00	. . . . .	400,000 00	. . . . .	1.90	4.8½
Braddock Electric,	93,716 57	. . . . .	93,716 57	12,000 00	3.75	5.2½
Braddock and Turtle Creek,	108,508 22	. . . . .	108,508 22	5,000 00	2.50	5.2½
Bradford and Kendall,	51 53	61 93	113 46	. . . . .	1.50	4.8½
Catharine and Bainbridge,	286,567 50	. . . . .	286,567 50	. . . . .	5.10	5.2½
Central Traction,	1,215,251 36	. . . . .	1,215,251 36	89,321 30	6.90	5.2½
Central Electric,	110,000 00	. . . . .	110,000 00	. . . . .	3.50	5.2½
Chester,	108,217 37	41,782 63	150,000 00	. . . . .	. . . . .	. . . . .
Chelten Avenue,	56,505 08	2,499 23	59,004 31	. . . . .	3.40	5.2½
Citizens', Philadelphia,	136,704 88	181,632 48	318,337 36	166,115 00	10.50	5.2
Citizens', Pittsburg,	164,209 54	. . . . .	164,209 04	. . . . .	8.00	5.2½
Citizens', Norristown,	28,063 02	15,968 27	44,031 29	7,367 22	3.00	5.2½
Citizens', Steelton,	9,386 97	. . . . .	9,386 97	5,250 00	1.00	5.2½
Citizens' Traction,	1,818,506 92	224,407 50	2,042,914 42	313,075 80	. . .	5.2½
City, Altoona,	100,747 63	127,548 06	228,295 69	7,300 00	6.00	5.3
Coalville,*	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Continental,	160,008 76	103,644 89	263,653 65	. . . . .	. . . . .	5.2½
Connellsville, New Haven and Lisenring,	67,262 78	21,849 83	89,112 61	5,210 68	4.50	5.2
Duquesne Traction,	1,189,576 10	454,352 17	1,643,928 27	82,500 00	26.50	5.2½
DuBois Traction,	28,701 16	16,745 10	45,446 26	2,000 00	2.25	4.8½
East Harrisburg,	235,973 25	176,837 53	412,810 78	24,595 20	10.50	5.2½
East Reading,	53,526 16	47,668 65	101,194 81	4,300 00	3.00	5.2½
Easton, South Easton and West End,	126,350 77	27,641 90	153,992 67	10,000 00	3.31	5.2½

Empire,	39,536 58		39,536 58		9.50	5.2½
Erie City,	125,000 00		125,000 00			
Erie City Electric,	544,925 33	269,744 90	814,670 23	51,306 55	19.50	4.8½
Federal Street and Pleasant Valley,	1,034,925 49	506,458 72	1,541,384 21	114,000 00	11.00	5.2½
Fort Pitt Incline Plane,	98,324 68		98,324 68		.07	10.0
Forty-third Street and Bloomfield Street,†						
Frankford and Southwark,	674,494 56	475,493 41	1,149,987 97	12,500 00	20.00	5.2
Green and Coates Streets,	258,181 43		258,181 43			
Greensburg and Hempfield Electric,	112,571 05		112,571 05	15,000 00	2.50	4.8½
Greenfield Avenue,	9,753 19		9,753 19		1.00	5.2½
Harrisburg City,	94,743 07	72,220 86	166,963 93	30,000 00	5.33	
Hestonville, Mantua and Fairmount,	410,738 26	145,731 45	556,469 71	319,111 74	20.00	5.2
Johnstown,	335,296 38	50,449 91	385,746 29		14.00	4.8½
Lancaster City,	62,154 65	19,073 58	81,228 23	10,000 00	6.50	5.2½
Lebanon and Annville,	110,423 49	43,140 50	153,563 99	4,728 80	11.00	5.3
Lehigh Avenue,	273,776 17	15,344 53	289,120 70	70,000 00	6.00	5.2
Lombard and South Streets,	589,451 52	227,782 92	817,234 44	132,938 40	19.50	5.2
Manayunk and Roxboro' Incline,	60,107 87	18,795 87	78,903 74	12,177 00	5.50	5.2⅔
Mahanoy City, Shenandoah, Girardsville and Ashland,					6.50	4.5½
Marshall Street,	53,655 31		53,655 31			
Middletown, Highspire and Steelton,	14,721 49		14,721 49		3.50	5.2½
Millvale,	889 00	3,179 00	4,068 00		2.00	5.2½
Monongahela Inclined Plane,	250,000 00		250,000 00	3,500 00	.12	5.0
Mount Oliver Incline,	91,899 52		91,899 52	25,300 00	1.47	5.2½
Newcastle Electric,	27,027 53	16,042 72	43,070 25	2,676 91	2.20	4.8½
Norristown,	28,269 14	12,608 46	40,877 60	3,635 19	4.00	5.2½
Nunnery Hill Incline Plane,	90,862 04		90,862 04		.21	5.0
Pennsylvania Motor Company,			184,500 00	2,000 00	2.37	5.2½
People's, Philadelphia,			408,962 66	10,000 00	32.70	5.2
People's, Scranton,	633,041 90	116,334 82	749,376 72		30.00	4.8½
Philadelphia City,	650,748 38	225,094 58	875,842 96	302,650 00	17.41	5.2½
Philadelphia and Darby,					5.05	5.2½
Philadelphia and Gray's Ferry,	249,514 40		249,514 40			
Philadelphia Traction,	431,371 90	563,270 04	994,641 94		133.48	5.2½
Pittsburg, Allegheny and Manchester Passenger,				157,116 38	5.00	5.2½
Pittsburg, Allegheny and Manchester Traction,	954,834 12	452,568 18	1,407,402 30		17.54	5.2½
Pittsburg and Birmingham Passenger,	124,789 08	55,451 04	180,240 12	63,800 00	7.06	5.2½
Pittsburg and Birmingham Traction,			1,600,865 10	75,800 00	14.01	5.2½
Pittsburg, Oakland and East Liberty,	129,349 10	60,758 73	190,107 83			
Pittsburg Traction,	1,269,715 60	167,304 64	1,437,020 24	230,204 75	10.66	5.2¼

*Included in report of Wilkes-Barre and Wyoming Valley Traction Company.
†Included in report of Millvale Passenger Railway Company.

TABLE B—COST AND MILEAGE—CONTINUED.

NAME OF COMPANY.	Cost for construction of road.	Cost of equipment.	Total cost of road and equipment.	Value of real estate held exclusive of roadway.	Length of road.	Gauge of track.
Pittsburg Incline Plane,	$395,000 00	$5,000 00	$400,000 00	$9,000 00	1.00	8.00
Pittsburg Union,				14,878 85		
Pittsburg and West End,	205,755 59	39,156 31	244,911 90	18,720 83	5.25	5.2½
Pittston,	7,500 00	25,000 00	32,500 00	2,500 00	1.00	4.8½
Reading City,	404,600 67	65,100 72	469,701 39	56,414 80	23.00	5.2¼
Reading and South Western,	96,386 24	43,158 60	139,544 84	10,878 19	5.50	4.8½
Ridge Avenue,			584,811 00	75,000 00	15.00	5.2
Saint Clair Incline,			225,000 00	4,000 00	.40	5.0
Schuylkill River,			47,463 54			
Scranton,			150,000 00	2,000 00	2.00	4.8½
Scranton Suburban,	252,054 69	60,665 67	312,720 36	9,397 19	7.00	4.8½
Second Avenue,	392,508 34	141,548 80	534,057 14	28,392 05	10.06	5.2½
Second and Third Streets,			974,621 24	100,000 00	37.00	5.2¼
Seventeenth and Nineteenth Streets,	162,024 66	73,411 14	235,435 80			5.2
Shamokin,			63,501 36	6,500 00	2.00	5.2
South Side, Pittsburg,	51,384 06	30,467 07	81,851 13		6.50	5.2½
Stroudsburg,	15,033 97	9,593 81	24,627 78	2,500 00	1.37	4.8½
Sunbury and Northumberland,					3.09	5.2
Thirteenth and Fifteenth Streets,	343,181 59		343,181 59		14.00	5.2
Troy Hill Incline Plane and Bridge Company,	198,602 36	97,135 91	295,738 27			6.0
Twenty-Second Street and Allegheny Avenue, Philadelphia,	209,226 98		209,226 98			
Union, Philadelphia,	862,422 74	475,606 22	1,338,028 96			5.2
Union, Chester, Pa.,	33,128 69		33,128 69		9.50	5.2⅓
Uniontown,	38,000 00	60,000 00	98,000 00	8,000 00	2.46	5.2
Warren,	4,743 10		4,743 10		.76	4.8½
Washington Electric,	42,962 30	19,208 13	62,170 43		2.93	5.2½

West Chester,	. . . . .	. . . . .	110,543 12	. . . . .	6.00	5.2½
West End,	174,670 95	73,905 50	248,576 45	12,000 00	9.00	5.2½
West Philadelphia,	. . . . .	. . . . .	2,252,572 79	. . . . .	25.30	5.2½
White Electric Traction,	80,000 00	10,400 00	90,400 00	. . . . .	1.12	5.2½
Williamsport,	100,015 54	254,005 58	354,021 12	7,350 43	6.50	4.8½
Wilkes-Barre and Kingston,*	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Wilkes-Barre and Suburban,	. . . . .	. . . . .	125,354 05	9,883 46	7.00	5.2
Wilkes-Barre and Wyoming Valley Traction,	. . . . .	. . . . .	6,500,000 00	. . . . .	19.00	4.8½
York,	53,797 31	22,354 32	76,151 63	16,682 85	5.50	4.8½
	$21,762,979 29	$6,644,567 05	$41,636,011 20	$2,849,578 77	819.15	. . . . .

53–11–62

*Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

TABLE C—CHARACTERISTICS OF ROADS.

NAME OF COMPANY.	Number car houses, shops and stables.	Number of depots.	Number of first class passenger cars.	Average value of each car.	Number second class passenger cars.	Average value of each car.	Number of passengers that may be seated in each car.	Number of cars propelled by cable.	Number of cars propelled by electricity.	Number of cars propelled by horses and mules.	Number of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars. (miles per hour).	Number of trips each day.	Number of miles run each day.
Allentown,	1	1	. . . .	. . . . .	. . .	. . . . .	. . .	. . .	. . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Allentown and Bethlehem Rapid Transit,	4	2	49	$2,000 00	. . .	. . . . .	40	. . .	27	. . . . .	15	$100 00	8	225	2,000
Beaver Valley Traction,	2	2	10	4,500 00	. . .	. . . . .	24	. . .	10	. . . . .	. . . . .	. . . . .	9	82	1,078
Braddock Electric,	1	. . .	4	2,800 00	. . .	. . . . .	24	. . .	4	. . . . .	. . . . .	. . . . .	6 to 7	. . . . .	. . . . .
Braddock and Turtle Creek,	1	. . .	6	1,600 00	. . .	. . . . .	20	. . .	6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Bradford and Kendall,	1	. . .	1	300 00	2	100 00	16	. . .	. . .	1	5	110 00	3	28	42
Central Traction Company,	2	1	19	1,900 00	4	100 00	34	16	3	. . . .	2	200 00	7 and 9	15	72
Chelten Avenue,	2	1	4	600 00	. . .	. . . . .	. . .	. . .	. . .	65	375	75 00	6	360	3,246
Citizens', Philadelphia,	11	2	58	750 00	7	300 00	22	. . .	. . .	. . . .	41	125 00	4	19	22
Citizens', Norristown,	1	1	8	700 00	2	250 00	14	. . .	. . .	. . . .	40	100 00	9	850	6,550
Citizens', Traction,	6	3	76	1,800 00	20	400 00	30	66	10	4	. . . . .	. . . . .	8	128	1,200
City, Altoona,	3	1	14	3,750 00	14	400 00	35	. . .	14	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Coalville, *	. . .	. . .	. . . .	. . . . .	. . .	. . . . .	. . .	. . .	. . .	. . . . .	. . . . .	. . . . .	8	42	399
Connellsville, New Haven and Leisinring,	1	3	4	2,750 00	. . .	. . . . .	20	. . .	4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

TABLE C—CHARTERISTICS OF ROADS—CONTINUED.

NAME OF COMPANY.	Number of car houses, shops and stables.	Number of depots.	Number of first class passenger cars.	Average value of each car.	Number of second class passenger cars.	Average value of each car.	Number of passengers that may be seated in each car.	Number of cars propelled by cable.	Number of cars propelled by electricity.	Number of cars propelled by horses and mules.	Number of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars (miles per hour).	Number of trips each day.	Number of miles run each day.
Duquesne Traction,	2	2	55	$3,500 00	. . .	. . . . .	30	. . .	55	. . . .	4	$200 00	10	9	3,600
DuBois Traction,	1	. . .	3	1,230 73	. . .	. . . . .	28	. . .	. . .	. . . .	. . . .	. . . . .	12	90	225
East Harrisburg,	4	1	33	2,500 00	15	$275 00	25	. . .	33	. . . .	. . . .	. . . . .	8	. . . .	. . . .
East Reading,	1	3	9	4,250 00	. . .	. . . . .	35	. . .	8	. . . .	. . . .	. . . . .	9	17	102
Easton, South Easton and West End,	3	. . .	13	600 00	3	150 00	20	. . .	. . .	16	54	125 00	5	48	20
Erie City Electric,	2	1	76	3,000 00	6	150 00	40	. . .	82	. . . .	3	150 00	7 to 10	23 to 50	80 to 130
Federal Street and Pleasant Valley,	10	6	67	4,000 00	. . .	. . . . .	22	. . .	67	1	26	150 00	6 to 7	633	4,000
Fort Pitt Incline Plane,	. . .	2	2	. . . . .	. . .	. . . . .	40	. . .	. . .	. . . .	. . . .	. . . . .	. . . .	. . . . .	. . . . .
Forty-third Street and Bloomfield street, †	. . .	. . .	. . .	. . . . .	. . .	. . . . .	. . .	. . .	. . .	. . . .	. . . .	. . . . .	. . . .	. . . . .	. . . . .
Frankford and Southwark,	8	4	105	2,800 00	14	300 00	32	. . .	. . .	. . . .	821	85 00	6	10	. . . .
Greensburg and Hempfield Electric,	1	. . .	3	3,000 00	. . .	. . . . .	22	. . .	3	. . . .	. . . .	. . . . .	9	40	200
Harrisburg City,	6	1	26	500 00	. . .	. . . . .	17	. . .	. . .	17	85	100 00	. . . .	. . . .	. . . .
Hestonville, Mantua and Fairmount,	5	2	80	500 00	. . .	. . . . .	35	. . .	. . .	80	. . . .	. . . . .	6	499	9,980
Johnstown,	1	2	25	2,017 95	. . .	. . . . .	26	. . .	25	. . . .	. . . .	. . . . .	8	148	1,480
Lancaster City,	1	. . .	10	3,000 00	4	500 00	22	. . .	10	. . . .	3	170 00	5	16	80
Lebanon and Annville,	1	. . .	12	3,600 00	. . .	. . . . .	28	. . .	12	. . . .	. . . .	. . . . .	8	6	128
Lehigh Avenue,	. . .	1	8	500 00	. . .	. . . . .	18	. . .	. . .	8	. . . .	. . . . .	. . . .	112	675
Lombard and South Streets,	5	3	46	600 00	32	300 00	20	. . .	. . .	78	443	100 00	5	13 to 18	75
Manayunk and Roxboro' Ineline,	1	1	8	840 00	. . .	. . . . .	24	. . .	. . .	8	36	75 00	5	31	213
Mahanoy City, Shenandoah, Girardsville and Ashland,	1	. . .	6	3,733 00	. . .	. . . . .	32	. . .	6	. . . .	. . . .	. . . . .	10	10	120
Millvale,	1	1	2	1,300 00	1	200 00	14	. . .	. . .	3	15	150 00	5	117	234
Monongahela Inelined Plane,	. . .	2	2	. . . . .	2	. . . . .	30	. . .	. . .	. . . .	. . . .	. . . . .	. . . .	250	30
Mount Oliver Incline,	2	2	6	750 00	. . .	. . . . .	20	2	. . .	4	17	75 00	. . . .	. . . .	. . . .
Newcastle Electric,	1	. . .	4	4,850 00	. . .	. . . . .	22	. . .	4	. . . .	. . . .	. . . . .	7	96	103
Norristown,	3	1	2	600 00	6	. . . . .	16	. . .	. . .	4	37	110 00	5	60	300
Nunnery Hill Ineline Plane,	. . .	2	2	1,000 00	. . .	. . . . .	20	2	. . .	. . . .	. . . .	. . . . .	. . . .	. . . . .	. . . . .
Pensylvania Motor Company,	1	. . .	6	3,000 00	2	1,250 00	16	. . .	8	. . . .	. . . .	. . . . .	6	64	152
People's, Philadelphia,	12	5	148	700 00	61	500 00	20	. . .	. . .	209	1,496	100 00	6	1,527	11,682
People's, Scranton,	3	. . .	60	1,000 00	. . .	. . . . .	35	. . .	60	. . . .	5	150 00	5	450	2,185
Philadelphia City,	6	4	132	. . . . .	. . .	. . . . .	. . .	. . .	. . .	. . . .	708	. . . . .	. . . .	. . . . .	. . . . .
Philadelphia Traction,	42	15	625	1,500 00	201	500 00	32	156	. . .	670	4,180	. . . . .	5	. . . . .	. . . . .
Pittsburg, Allegheny and Manchester Traction,	3	3	85	3,055 88	13	475 00	20	. . .	58	1	8	100 00	9	810	5,500
Pittsburg and Birmingham Traction,	. . .	1	30	4,000 00	35	200 00	36	. . .	30	6	38	50 00	8	11	84
Pittsburg Traction,	2	1	65	1,100 00	15	300 00	30	78	2	. . . .	22	125 00	10	14	150

Pittsburg Incline Plane,	1	1	2	2,500 00	...	......	30	2	...	.....	.....	......	.....	250	125
Pittsburg and West End,	2	2	15	700 00	7	450 00	18	...	...	20	152	140 00	5	10	50
Pittston,	1	1	2	350 00	...	......	16	...	...	2	6	100 00	4	.....	.....
Reading City,	9	4	75	400 00	...	......	30	...	...	75	324	125 00	4	1o	40
Reading and South Western,	1	1	6	3,635 40	6	726 00	40	...	12	.....	.....	......	10	10	110
Ridge Avenue,	1	1	62	400 00	...	......	20	...	...	62	385	65 00	6	10	21
Saint Clair Incline,	...	2	...	......	2	......	...	2	...	.....	.....	......	.....	.....	.....
Scranton,	1	...	3	1,000 00	...	......	22	...	3	.....	.....	......	8	48	192
Scranton Suburban,	2	...	12	1,000 00	...	......	30	...	12	.....	.....	......	6	16	100
Second Avenue,	2	1	20	3,500 00	...	......	24	...	20	.....	4	175 00	9	10	100
Second and Third Streets,	9	2	111	800 00	10	500 00	22	...	...	.....	717	75 00	6	628	22
Shamokin,	1	...	3	1,200 00	...	......	22	...	3	.....	.....	......	8	75	300
Stroudsburg,	2	1	2	500 00	1	200 00	28	...	...	3	10	75 00	.....	11	23
Sunbury and Northumberland Electric,	2	..	4	2,500 00	...	......	32	...	4	.....	.....	......	8	.....	.....
Thirteenth and Fifteenth Streets,	2	2	81	800 00	8	500 00	22	...	...	.....	625	100 00	.....	.....	.....
Troy Hill Incline Plane and Bridge Company,	1	2	2	2,000 00	...	......	...	...	...	.....	.....	......	.....	.....	.....
Union, Chester, Pa.,	5	1	22	900 00	...	......	16	...	...	22	84	200 00	7	11	80
Uniontown,	1	1	6	3,000 00	...	......	30	...	5	.....	.....	......	4	130	252
Washington Electric,	...	...	5	2,800 00	...	......	28	...	5	.....	.....	......	6	30	85
West Chester,	1	2	7	3,100 00	2	350 09	35	...	5	.....	.....	......	6	100	300
West End,	1	1	10	4,000 00	2	500 00	36	...	10	.....	4	180 00	6	17	112
White Electric Traction,	1	1	3	3,000 00	...	......	50	...	3	.....	.....	......	4	36	126
Williamsport,	1	...	10	3,000 00	12	60 00	24	...	10	.....	7	65 00	8	36	121
Wilkes-Barre and Kingston,*	...	...	...	......	...	......	...	...	...	.....	.....	......	.....	.....	.....
Wilkes-Barre and Suburban,	1	1	7	2,600 00	4	100 00	30	...	7	.....	1	150 00	8	24	290
Wilkes-Barre and Wyoming Valley Traction,	2	3	30	3,000 00	10	225 00	22	...	17	11	53	......	12	30	100
York,	3	...	18	700 00	...	......	26	...	...	18	47	125 00	4	15	60
	218	113	2,527	......	523	......	1,772	324	660	1,388	10,878	.....	.....	.....	.....

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.
† Included in report of Millvale Passenger Railway Company.

TABLE D—PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Rate of fare for passengers.	EXPENSES.		
			Of maintaining the road or real estate of the corporation.	Of operating the road.	Total.
Allentown and Bethlehem Rapid Transit,	1,881,409	$0 05	$2,522 50	$56,168 84	$58,691 34
Beaver Valley Traction,	917,987	5 & 10	2,426 79	33,826 42	36,253 21
Braddock Electric,	29,577	5	. . . . .	2,470 99	2,470 99
Braddock and Turtle Creek,	. . . . .	5	. . . . .	. . . . .	12,945 98
Bradford and Kendall,*	16,604	5	18 50	787 26	805 76
Central Traction,	3,444,512	5	23,823 81	90,936 58	114,760 39
Citizens', Philadelphia,	4,956,434	5 & 8	13,302 64	149,072 33	162,374 97
Citizens', Norristown,	219,507	5 & 8	792 74	11,257 83	12,050 57
Citizens' Traction,	13,009,998	5 & 8	35,056 67	329,178 00	364,234 67
City, Altoona,	1,168,684	5	3,008 65	32,991 54	36,000 19
Coalville,†	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Connellsville, New Haven and Lisenring,*	210,240	5	15 15	7,672 00	7,687 15
Duquesne Traction,	5,417,348	5 & 7	. . . . .	257,878 32	257,878 32
Du Bois Traction,*	161,830	5	100 00	8,313 72	8,413 72
East Harrisburg,	2,701,202	5	. . . . .	. . . . .	100,169 01
East Reading,	444,909	5	8 70	8,548 25	8,556 95
Easton, South Easton and West End,	337,396	5	16 59	17,288 74	17,305 33
Erie City Electric,	2,946,467	5	6,036 70	89,744 78	95,781 48
Federal Street and Pleasant Valley,	7,703,949	5	22,239 85	251,120 23	273,360 08
Fort Pitt Incline Plane,*	169,782	. . . . .	. . . . .	. . . . .	. . . . .
Frankford and Southwark,	16,683,044	5 & 8	49,179 97	403,334 34	452,514 31
Greensburg and Hempfield Electric,	202,182	5	170 26	11,533 39	11,703 65
Hestonville, Mantua and Fairmount,	6,423,903	5 & 8	14,560 93	235,601 15	250,162 08
Johnstown,	1,721,041	5	3,265 37	34,586 43	37,851 80
Lancaster City,	673,804	5	2,941 68	20,847 33	23,789 01
Lebanon and Annville,	568,310	5	. . . . .	. . . . .	19,560 69
Lehigh Avenue,	. . . . .	5 & 8	2,355 65	41,383 80	43,739 45

Lombard and South Streets,	7,367,176	5 & 8	10,439 00	186,446 02	196,885 02
Manayunk and Roxboro' Incline,	. . . . .	6	2,721 15	15,496 98	18,218 13
Mahanoy City, Shenandoah, Girardsville and Ashland,*	99,618	5 & 10	4,321 60	9,845 82	14,167 42
Middletown, Highspire and Steelton,	. . . . .	. . . .	. . . . .	. . . . .	201 75
Millvale,	66,548	3 & 5	168 21	3,333 40	3,501 61
Monongahela Inclined Plane,	1,427,195	5	1,637 32	16,222 83	17,860 15
Newcastle Electric,	175,151	5	1,943 08	4,870 00	6,813 08
Norristown,	168,348	5 & 8	257 98	8,175 65	8,433 63
Nunnery Hill Incline Plane,	215,502	5	. . . . .	3,134 21	3,134 21
Pennsylvania Motor Company,	168,408	5 & 7	. . . . .	1,005 00	1,005 00
People's, Philadelphia,	34,073,930	5 & 6	12,815 40	702,086 35	714,901 75
People's, Scranton,	3,616,540	5	5,399 09	112,633 03	118,032 12
Philadelphia Traction,	80,015,773	5 & 8	98,878 73	2,617,514 15	2,716,392 88
Pittsburg, Allegheny and Manchester Traction,	7,627,138	5	20,188 86	264,409 70	284,598 56
Pittsburg and Birmingham Traction,	6,169,183	5	3,936 75	164,713 67	168,650 42
Pittsburg Traction,	9,027,033	3 & 5	23,793 00	233,144 84	256,937 84
Pittsburg Incline Plane,	536,972	5	. . . . .	. . . . .	. . . . .
Pittsburg and West End,	1,858,394	6	4,718 23	69,303 33	74,021 56
Pittston,	111,494	5	. . . . .	2,956 40	2,956 40
Reading City,	3,817,237	5 & 7	5,139 18	114,874 15	120,013 33
Reading and South Western,	307,803	5	1,115 22	16,518 75	17,633 97
Ridge Avenue,	7,576,898	5 & 8	19,690 79	197,612 09	217,302 88
Saint Clair Incline,	442,685	5	1,331 26	10,906 37	12,237 63
Second Avenue,	1,901,252	5	5,155 53	58,426 20	63,581 73
Second and Third Streets,	11,744,260	5 & 8	23,822 75	368,746 29	392,569 04
Shamokin,	247,920	5	344 68	10,609 38	10,954 06
Stroudsburg,	52,534	5	368 55	3,890 00	4,258 55
Thirteenth and Fifteenth Streets,*	4,872,735	. . . .	5,218 49	140,527 69	145,746 18
Troy Hill Incline Plane and Bridge Company,	. . . . .	3	738 42	7,299 53	8,037 95
Union, Chester, Pa.,	1,077,770	5	727 42	31,871 88	32,599 30
Uniontown,	198,766	5	1,000 00	5,550 00	6,550 00
Washington Electric,	286,306	5	175 80	12,629 72	12,805 52
West Chester,	. . . . .	5	. . . . .	. . . . .	9,832 48
West End,	703,183	5	2,487 09	20,777 82	23,264 91
White Electric Traction,*	197,386	5	300 00	4,659 50	4,959 50
Williamsport,	911,460	5	2,157 10	31,075 85	33,232 95
Wilkes-Barre and Suburban,	735,229	5 & 10	3,329 33	26,352 76	29,682 09
Wilkes-Barre and Wyoming Valley Traction,*	423,169	5 & 10	. . . . .	. . . . .	10,001 46
York,	424,109	5	1,335 09	16,374 71	17,709 80
	260,655,224	. . . . .	$447,498 25	$7,588,536 34	$8,188,745 96

* For fractional part of year only.

† Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

TABLE E—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown,		$9,025 00		$533 87	$9,558 87
Allentown and Bethlehem Rapid Transit,	$98,412 48			662 46	99,074 94
Beaver Valley Traction,	45,899 62	38 50		141 55	46,079 67
Bethlehem and Allentown,		4,512 50		58 25	4,570 75
Bethlehem and South Bethlehem,		9,525 00		58 25	9,583 25
Braddock Electric,*	1,470 50				1,470 50
Braddock and Turtle Creek,	16,037 83	149 50		79 25	16,266 58
Bradford and Kendall,*	794 60			90 80	885 40
Catharine and Bainbridge,		9,000 00			9,000 00
Central Traction,	166,524 27	2,507 40		200 00	169,231 67
Citizens', Philadelphia,	249,002 68	1 00	1,216 70	2,968 85	245,189 23
Citizens', Norristown,	10,538 85	188 25	581 73	10 62	11,319 45
Citizens', Traction,	648,452 69	400 00		15,152 15	664,004 84
City, Altoona,	57,051 39			22,815 31	79,866 70
Coalville,‡					
Continental,		120,000 00			120,000 00
Connellsville, New Haven and Leisenring,*	10,519 84			72 77	10,592 61
Duquesne Traction,	283,399 35				283,399 35
DuBois Traction,*	7,742 09			128 50	7,870 59
East Harrisburg,	135,060 10	364 00	40 00	224,360 31	359,824 41
East Reading,	21,000 18			36 37	21,036 55
Easton, South Easton and West End,	16,819 85		13 25	2,395 39	19,228 49
Empire,	313,764 88				313,764 88
Erie City Electric,	136,207 37	285 25			136,492 62
Federal Street and Pleasant Valley,	385,197 45			12,274 87	397,472 32
Fort Pitt Incline Plane,	6,514 86	782 60			7,297 46
Frankford and Southwark,	721,863 54	688 58	3,673 42	31,827 51	758,053 05
Green and Coates Streets,		60,000 00		2,578 13	62,578 13

Greenfield Avenue,*	$203 08				203 08
Greensburg and Hempfield Electric,	10,103 30	542 83			10,646 13
Harrisburg City,				15,934 85	15,934 85
Hestonville, Mantua and Fairmount,	311,434 53	468 71	803 53	3,393 01	316,099 78
Johnstown,	86,052 00			205,364 77	291,416 77
Lancaster City,	32,147 77			35,416 81	67,564 58
Lebanon and Annville,	24,323 75			76 50	24,400 25
Lehigh Avenue,	35,147 11	60 00		7,100 33	42,307 44
Lombard and South Streets,	283,621 51	2,312 70	1,001 22	25,407 81	312,343 24
Manayunk and Roxboro' Inclinc,	21,134 00	121 50	219 20	32 45	21,507 15
Mahanoy City, Shenandoah, Girardsville and Ashland,*	5,972 79				5,972 79
Millvale,	1,964 58				1,964 68
Monongahela Inclined Plane,	38,338 45	120 00		10,596 89	49,055 34
Mount Oliver Incline,		3,150 00			3,150 00
Newcastle Electric,	8,159 69			179 68	8,339 37
Norristown,	8,595 78	60 00		250 00	8,905 78
Nunnery Hill Incline Plane,	5,508 71				5,508 71
Pennsylvania Motor Company,	9,090 17				9,090 17
People's, Philadelphia,	1,198,779 09		4,514 39	30,810 60	1,234,104 08
People's, Scranton,	174,048 40			825 00	174,873 40
Philadelphia City,		152,500 00		284 29	152,784 29
Philadelphia and Darby,				50 00	50 00
Philadelphia and Gray's Ferry,		43,250 00		1,210 56	44,435 56
Philadelphia Traction,	3,913,696 48		10,748 85	155,327 76	4,079,773 09
Pittsburg, Allegheny and Manchester Traction,	371,328 75	475 93		70,815 21	442,619 89
Pittsburg, Allegheny and Manchester Passenger,				37,600 00	37,600 00
Pittsburg and Birmingham Passenger,		24,000 00			24,000 00
Pittsburg and Birmingham Traction,	305,214 83	1,198 26		49,809 46	356,222 55
Pittsburg Traction,	360,669 29	620 00		6,815 92	368,105 21
Pittsburg Incline Plane,	22,908 31	6,250 00			29,158 31
Pittsburg Union,				6,281 26	6,281 26
Pittsburg and West End,	93,048 13	184 00	155 00	380 00	93,767 13
Pittston,	5,574 70			295 80	5,870 50
Reading City,	143,208 30	245 05	4,834 71	132,354 00	280,642 06
Reading and South Western,	19,112 70			101 98	19,214 68
Ridge Avenue,	375,341 68			343 48	375,685 16
Saint Clair Incline,	18,300 50			3,281 90	21,582 40
Scranton,				6,000 00	6,000 00
Scranton Suburban,		4,000 00		12,000 00	16,000 00
Second Avenue,	92,907 60	97 85		482 17	93,487 62
Second and Third Streets,	582,144 61		3,062 09	6,064 88	591,271 58
Seventeenth and Nineteenth Streets,		15,000 00			15,000 00

* For fractional part of year only. † Included in report of Wilkes-Barre and Wyoming Valley Traction Company. ‡ Included in report of Millvale Passenger Railway Co.

TABLE E—RECEIPTS—CONTINUED.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Shamokin,	$12,124 25	$1,785 89	. . . . .	$150 00	$14,060 14
Stroudsburg,	2,626 87	30 00	$55 00	2,289 06	5,000 93
Thirteenth and Fifteenth Streets,*	239,577 22	. . . . .	1,102 90	2,250 00	242,930 12
Troy Hill Incline Plane and Bridge Company,	11,341 57	4,701 80	241 50	. . . . .	16,284 87
Union, Philadelphia,	. . . . .	285,000 00	. . . . .	. . . . .	285,000 00
Union, Chester, Pa.,	53,336 54	. . . . .	390 00	979 38	54,705 92
Uniontown,	9,927 19	. . . . .	. . . . .	. . . . .	9,927 19
Washington Electric,	13,320 00	. . . . .	. . . . .	1,866 00	15,186 00
West Chester,	11,038 95	. . . . .	. . . . .	463 40	11,502 35
West End,	44,825 92	. . . . .	. . . . .	108,614 59	153,440 51
West Philadelphia,	. . . . .	. . . . .	. . . . .	150,000 00	150,000 00
White Electric Traction,	9,867 32	. . . . .	. . . . .	. . . . .	9,867 32
Williamsport,	43,474 17	24 50	22 00	5,299 78	48,820 45
Wilkes-Barre and Kingston,†	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Wilkes-Barre and Suburban,	36,699 15	68 00	. . . . .	250 00	37,017 15
Wilkes-Barre and Wyoming Valley Traction,*	20,871 32	. . . . .	. . . . .	. . . . .	20,871 32
York,	19,933 12	. . . . .	137 00	369 45	20,439 57
	$12,419,318 60	$763,709 60	$32,812 49	$1,413,864 24	$14,629,704 93

* For fractional part of year only. † Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

TABLE F—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown and Bethlehem Traction,		6		1	1	2	1	9
Beaver Valley Traction,		1		2				3
Braddock Electric,					1		1	
Braddock and Turtle Creek,				2	2	3	2	5
Central Traction,		4	1		2	2	3	6
Citizens' Traction,					2	2	2	2
City, Altoona,		1		2		4		7
Connellsville, New Haven and Leisenring,	1	5					1	5
Duquesne Traction,						4		4
Dubois Traction,				1				1
Erie City Electric,		2		1		3		6
Federal Street and Pleasant Valley,				1	3	1	3	2
Frankford and Southwark,		5				4		9
Hestonville, Mantua and Fairmont,		9						9
Johnstown,		1				2		3
Lancaster City,					1	1	1	1
Lebanon and Annville,					2		2	
Lehigh Avenue,					1		1	
Lombard and South Streets,	1	17					1	17
Pennsylvania Motor Company,		2		1				3
Peoples', Philadelphia,	1	39		1			1	40
Peoples', Scranton,	1	9			2	1	3	10
Philadelphia Traction,	1	84	2	3	6	48	9	135
Pittsburg, Allegheny and Manchester Traction,		21		6	3	40	3	67
Pittsburg and Birmingham Traction,					6		6	
Pittsburg Traction,		7		3	3	17	3	27
Reading City,						2		2
Reading and South Western,		1						1
Second Avenue,		2		3		6		11
Shamokin,					1		1	

TABLE F—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Union, Chester, Pa.,	....	2	....	....	....	....	....	2
Washington Electric,	....	2	....	....	....	....	....	2
Wilkes-Barre and Suburban,	....	2	....	1	....	1	....	4
	5	222	5	28	36	143	44	393

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Allentown,	$45,260 00	$45,260 00	$45,260 00	$45,260 00	$200,000 00
Allentown and Bethlehem Rapid Transit,	....	....	....	....	1,000,000 00
Allegheny and Millvale,	....	....	....	2,400 00	....
Allegheny and Belelvue,	....	....	....	50,000 00	....
Allegheny Street Railway Company,	....	....	....	50,000 00	....
Altoona and Hollidaysburg,	....	....	5,000 00	5,000 00	....
Athens, Sayre and Waverly Electric,	....	....	....	1,000 00	....
Beaver,	....	....	400 00	400 00	....
Beaver Falls, College and Metamore Electric,	....	....	....	10,000 00	....
Beaver Valley,	30,000 00	30,000 00	30,000 00	60,000 00	60,000 00
Beaver Valley Traction,	....	....	....	....	300,000 00
Bellevue and Pittsburg,	....	....	....	4,800 00	....
Bethlehem and Allentown,	....	....	50,000 00	75,000 00	100,000 00
Bethlehem and South Bethlehem,	....	....	600 00	....	200,000 00

Bloomfield and Shady Side,			6,000 00		
Braddock Electric,				6,310 00	56,000 00
Braddock and Britton Electric,				600 00	
Braddock and McKeesport Electric,				800 00	
Braddock and Turtle Creek,	10,000 00	10,000 00		50,000 00	60,787 50
Bradford and Kendall,	12,100 00	12,100 00		12,000 00	12,000 00
Boyd Street,			300 00	3,000 00	
Cambria and Somerset Streets,				5,000 00	
Capital City,			1,600 00	1,600 00	
Carbondale and Jermyn Electric,	8,622 50	11,300 00			
Catharine and Bainbridge,			150,000 00	150,000 00	150,000 00
Centennial,				1,500 00	
Central Traction,	100,000 00	100,000 00		748,737 50	896,067 50
Central Electric,				6,000 00	6,000 00
Chelten Avenue,				3,900 00	3,900 00
Chester,	100,000 00	100,000 00	100,000 00	150,000 00	150,000 00
Citizens', Philadelphia,	192,500 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Pittsburg,	200,000 00				200,000 00
Citizens', Norristown,	41,695 00	49,520 00	49,520 00	49,520 00	49,520 00
Citizens', Beaver Falls,				729 28	
Citizens', Fairmount Park,			4,800 00	4,800 00	
Citizens', North Philadelphia,			3,600 00	3,600 00	
Citizens', South Philadelphia,			3,000 00	3,000 00	
Citizens', Street Passenger,			600 00		
Citizens', Steelton,					11,940 51
Citizens' Traction,	2,500,000 00	2,500,000 00	2,500,000 00	2,800,000 00	3,000,000 00
City, Altoona,	68,000 00	68,000 00	68,000 00	148,990 00	180,000 00
City Line,				1,000 00	
Coalville,	62,675 00	62,700 00	62,700 00	61,500 00	
Continental,	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
Connellsville, New Haven and Leisenring,					70,000 00
Craig Street,			42,000 00	42,000 00	
Cumberland Street,			550 00	500 00	
Diamond Street,			3,000 00	3,000 00	
Duquesne Street,			100,000 00	100,000 00	
DuBois Traction,					13,600 00
Duquesne Traction,				3,000,000 00	3,000,000 00
East End (Lancaster),		15,000 00			
East End (Penn Avenue),			600 00	600 00	
East End (Washington Street),				3,600 00	
East Harrisburg,					149,987 50
East Reading,				100,000 00	100,000 00
Easton, South Easton and West End,	80,000 00	80,000 00	120,000 00	120,000 00	120,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Ellsworth,			$1,200 00		
Erie City,	$50,000 00	$50,000 00	50,000 00	$50,000 00	$100,000 00
Erie City Electric,			400,000 00	400,000 00	700,000 00
Exchange Street,			100 00	100 00	
Fairhill Passenger,				900 00	
Fairmount Palace Car,				4,800 00	
Federal Street and Pleasant Valley,	100,000 00	100,000 00	1,300,000 00	1,300,000 00	1,400,000 00
Fifth Avenue, West End and Crafton,			1,840 00		
Forbes Street,				4,200 00	
Forbes Street and Shady Avenue,			1,200 00		
Fort Pitt Incline Plane,	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Forty-third Street and Bloomfield Street,		500 00	5,000 00	500 00	
Fountain Street,			300 00	300 00	
Frankford and Southwark,	750,000 00	750,000 00	1,000,000 00	1,250,000 00	1,250,000 00
Fremont Street,				500 00	
Germantown,	572,860 00	572,800 00	572,800 00	572,800 00	572,800 00
Grant Street,			300 00	300 00	
Glenshaw,				3,000 00	
Green and Coates Streets,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Greensburg and Hemfield Electric,			8,800 00	50,000 00	59,250 00
Greensburg and Suburban Street,			600 00		
Greenfield Avenue,				600 00	6,000 00
Harrisburg City,	100,000 00	100,000 00	100,000 00	125,000 00	125,000 00
Hestonville, Mantua and Fairmount,	299,381 36	299,381 36	299,381 36	299,381 36	299,381 36
Highland Park,			2,100 00		
Highland Street,			15,000 00	15,000 00	
Hill Top Traction,				300 00	
Holmesburg, Tacony and Frankford Electric,				3,550 00	
Homewood Avenue,			1,200 00		
Howe Street,			1,800 00	1,800 00	
Jackson Street,				500 00	
Johnstown,	100,000 00	100,000 00	100,000 00	137,500 00	137,500 00
Lancaster City,	42,150 00	45,800 00	63,900 00		63,900 00
Lancaster and Millersville,	40,000 00	40,000 00	40,000 00	40,000 00	
Lancaster and Lititz,			1,410 00	1,410 00	
Larimer Street,			15,000 00	15,000 00	

Lebanon and Annville,					100,000 00
Lehigh Avenue,	60,000 00	100,000 00	200,000 00	300,000 00	300,000 00
Lombard and South Streets,	299,865 00	299,865 00	374,842 50	374,842 50	374,842 50
Manayunk and Roxboro' Incline,	58,475 00	58,475 00	58,475 00	58,475 00	58,475 00
Mahanoy City, Shenandoah, Girardsville and Ashland,				10,000 00	200,000 00
Mansfield and Chartiers,				1,500 00	
Market Square,			600 00	600 00	
Market Street,			500 00	500 00	
Marshall Street,			25,000 00	25,000 00	25,000 00
McKeesport and Duquesne Street,			500 00	500 00	
Middletown, Highspire and Steelton,					15,000 00
Midvale,			3,000 00	3,000 00	
Millvale,		1,500 00	15,000 00	1,500 00	4,509 23
Monongahela,			600 00	600 00	
Montgomery and Berks streets,				2,100 00	
Monongahela Inclined Plane,	140,000 00	140,000 06	140,000 00	200,000 00	200,000 00
Mount Oliver Incline,	38,000 00	38,000 00	54,000 00	61,152 00	87,350 00
Nay Aug Cross Town,		23,975 00			
Nanticoke,				200 00	
New Brighton Electric,				28,400 00	
Newcastle Electric,			14,300 00		40,000 00
Norristown,	35,470 52	44,322 20	44,415 15	44,439 65	44,439 65
North End,				2,400 00	
North Philadelphia,	300,000 00	300,000 00	300,000 00		
Northern,				1,500 00	
Nunnery Hill Incline Plane,		60,000 00	60,000 00	60,000 00	60,000 00
Oakmont and Verona Traction,				250 00	
Observatory Hill,		125,000 00			
Oil City,			2,550 00	2,550 00	
Park Street,				2,400 00	
Pennsylvania Motor Company,			80,000 00	120,000 00	120,000 00
People's Park,	100,000 00	100,000 00			
People's, Philadelphia,	500,000 00	500,000 00	500,000 00	723,146 73	725,646 75
People's, Scranton,	150,000 00	162,500 00	425,000 00	425,000 00	425,000 00
People's, Pittsburg,			35,000 00	35,000 00	
Perkiomen Avenue,	65,000 00	90,000 00			
Perry Street,				50,000 00	
Philadelphia City,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia and Darby,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry,	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Philadelphia Traction,	2,500,000 00	2,937,405 00	3,913,205 00	3,984,000 00	6,000,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Pittsburg, Allegheny and Manchester Passenger Railway Company,	$350,000 00	$350,000 00	$350,000 00	$350,000 00	$350,000 00
Pittsburg, Allegheny and Manchester Traction Company,	. . . . .	. . . . .	. . . . .	2,897,166 66	2,919,566 67
Pittsburg and Birmingham Passenger,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Pittsburg and Birmingham Traction,	. . . . .	. . . . .	3,000,000 00	3,000,000 00	3,000,000 00
Pittsburg, Oakland and East Liberty,	150,000 00	. . . . .	150,000 00	150,000 00	150,000 00
Pittsburg, Glenwood and Homestead,	. . . . .	. . . . .	. . . . .	2,000 00	. . . . .
Pittsburg Passenger,	. . . . .	. . . . .	1,500 00	1,500 00	. . . . .
Pittsburg Traction,	1,500,000 00	1,500,000 00	1,750,000 00	1,900,000 00	1,900,000 00
Pittsburg Incline Plane,	. . . . .	. . . . .	150,000 00	150,000 00	150,000 00
Pittsburg Union,	78,350 00	82,755 00	82,755 00	82,755 00	82,755 00
Pittsburg and West End,	86,000 00	86,000 00	110,060 14	110,060 14	124,000 00
Pittston,	10,000 00	10,000 00	10,000 00	10,000 00	200 00
Pittston, Moosic and Pleasant Valley,	. . . . .	. . . . .	. . . . .	14,000 00	. . . . .
Plymouth,	. . . . .	. . . . .	. . . . .	400 00	. . . . .
Rapid Transit, Wallingford,	. . . . .	. . . . .	. . . . .	1,400 00	. . . . .
Rapid Transit Electric, Philadelphia,	. . . . .	. . . . .	. . . . .	50,000 00	. . . . .
Reading City,	75,000 00	150,000 00	250,000 00	281,250 00	350,000 00
Reading and South Western,	. . . . .	. . . . .	. . . . .	32,460 00	130,000 00
Ridge Avenue,	420,000 00	420,000 00	420,000 00	420,000 00	420,000 00
Riverside,	. . . . .	. . . . .	180 00	180 00	. . . . .
Ross Street,	. . . . .	. . . . .	150 00	150 00	. . . . .
Saint Clair Incline,	6,000 00	6,000 00	150,000 00	150,000 00	150,000 00
Schuylkill River,	50,000 00	50,000 00	50,000 00	. . . . .	50,000 00
Scranton,	2,350 00	. . . . .	. . . . .	50,000 00	50,000 00
Scranton Suburban,	47,500 00	49,910 00	100,000 00	100,000 00	100,000 00
Second Avenue,	30,000 00	30,000 00	30,000 00	300,000 00	400,000 00
Second and Third Streets,	771,076 25	771,076 25	848,160 00	. . . . .	771,076 25
Seventeenth and Nineteenth Streets,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Sewickley,	. . . . .	. . . . .	. . . . .	1,925 00	. . . . .
Shamokin,	. . . . .	. . . . .	. . . . .	17,590 00	46,145 00
Shenango Valley,	. . . . .	. . . . .	. . . . .	800 00	. . . . .
South End,	. . . . .	. . . . .	. . . . .	3,600 00	. . . . .
South Side, Pittsburg,	38,400 00	38,400 00	38,400 00	38,400 00	38,400 00
Stroudsburg,	25,600 00	25,600 00	25,600 00	25,600 00	25,600 00
Sunbury and Northumberland Electric,	1,060 00	1,000 00	75,000 00	55,000 00	125,000 00

Swissvale Electric,				2,500 00	
Swissvale and Wilkinsburg,			3,300 00	3,300 00	
Sylvan Street,			2,400 00	2,400 00	
Thirteenth and Fifteenth Streets,	334,529 44	334,529 44	334,529 44	334,529 44	334,529 44
Trans-Allegheny,			20,000 00	200,000 00	
Troy Hill Ineline Plane and Bridge Company,			200,000 00	200,000 00	200,000 00
Troy Hill Passenger Railway Company,				50,000 00	
Twenty-Seeond Street and Allegheny Avenue, Philadelphia,				50,000 00	50,000 00
Turtle Creek Valley Eleetrie,				2,500 00	
Union, Philadelphia,	925,000 00	925,000 00	925,000 00	925,000 00	925,000 00
Union, Rochester, Pa.,			1,295 00	1,295 00	
Union, Chester, Pa.,				20,125 00	40,000 00
Union Line,			600 00	1,200 00	
Uniontown,				50,000 00	50,000 00
Venango,			4,200 00	420 00	
Verner,				6,000 00	
Verona and Oakmont,				150 00	
Walnut Street Conneeting,				5,000 00	
Warren,			600 00		3,484 93
Washington Eleetrie,				16,320 00	38,160 00
West Chester,				36,000 00	60,000 00
West End Street (Lancaster),			6,200 00	225,000 00	225,000 00
West Philadelphia,	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
West Pittston and Wyoming,				1,000 00	
White Electrie Traetion,					17,500 00
Wilkinsburg,			35,000 00	35,000 00	
Wilkinsburg and East Liberty,	13,400 00	13,400 00	14,300 00	14,300 00	
Williamsport,	75,000 00	75,000 00	75,000 00	110,000 00	250,000 00
Wilkes-Barre and Kingston,	100,000 00	100,000 00	100,000 00	100,000 00	
Wilkes-Barre and Suburban,		61,468 00	91,650 00	100,000 00	100,000 00
Wilkes-Barre and Wyoming Valley Traetion,				1,000 00	5,000,000 00
Wissahickon,				1,000 00	
York,	34,650 00	50,000 00	50,000 00	82,950 00	85,700 00
	$17,911,680 07	$18,527,567 25	$26,665,578 59	$34,622,120 26	$45,462,264 79

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF FUNDED AND FLOATING DEBT.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Allentown,	$10,000 00	$10,000 00	$78,162 53	$75,000 00	$200,000 00
Allentown and Bethlehem Rapid Transit,					552,650 27
Allegheny and Bellevue,				62,000 00	
Allegheny Street Railway Company,				118,000 00	
Beaver Valley Traction,	15,000 00	17,500 00	16,750 00		167,000 00
Bethlehem and Allentown,					100,000 00
Bethlehem and South Bethlehem,					200,000 00
Braddock Electric,				1,200 00	41,200 00
Braddock and McKeesport Electric,				250 00	
Braddock and Turtle Creek,				50,000 00	50,000 00
Carbondale and Jermyn Electric,	1,000 00	9,500 00			
Catharine and Bainbridge,			150,000 00	150,000 00	150,000 00
Central Traction,	41,129 46	19,974 49		428,742 56	395,000 00
Chelten Avenue,				26,500 00	69,998 02
Citizens' Pittsburg,	68,000 00	50,000 00			
Citizens', Norristown,	3,500 00	4,500 00	7,000 00	6,800 00	8,200 00
Citizens', Steelton,					1,000 00
Citizens', Traction,		1,151,000 00	1,578,000 00	1,378,000 00	1,378,000 00
City, Altoona,					48,295 69
Coalville,	15,232 08	13,772 85	13,003 64	12,000 00	
Connellsville, New Haven and Leisenring,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Craig Street,					24,218 03
Duquesne Traction,				632,000 00	1,562,874 74
DuBois Traction,					15,749 87
East Harrisburg,		3,000 00			298,668 84
East Reading,		4,886 25		500 00	3,200 00
Easton, South Easton and West End,	46,331 81	63,174 20	2,849 20	2,849 20	4,249 20
Empire,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Erie City,	51,987 18	52,983 09	25,000 00	25,000 00	25,000 00
Erie City Electric,			202,000 00	245,625 00	377,671 23
Federal Street and Pleasant Valley,	75,000 00	75,000 00	638,000 00	773,000 00	1,226,000 00
Fort Pitt Incline Plane,	32,400 00	31,150 00	30,000 00	30,000 00	30,000 00
Frankford and Southwark,	100,000 00	100,000 00	100,000 00	38,000 00	33,000 00
Germantown,	227,500 00	227,500 00	227,500 00	227,500 00	227,500 00
Grant Street,				1,500 00	
Green and Coates Streets,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00

Greensburg and Hempfield Electric,				58,856 77	70,922 23
Greenfield Avenue,					3,753 19
Harrisburg City,	9,500 00	8,500 00	10,000 00	1,250 00	
Hestonville, Mantua and Fairmount,	524,279 00	519,629 00	499,500 00	499,500 00	499,500 00
Johnstown,			105,460 01	189,029 47	252,720 94
Lancaster City,	5,000 00	15,000 00	176,000 00	169,421 38	185,517 86
Lebanon and Annville,				14,845 78	53,198 34
Lehigh Avenue,	70,000 00	80,000 00	136,000 00	44,500 00	40,000 00
Lombard and South Streets.	174,410 00	210,679 54	304,258 22	331,959 06	373,945 46
Manayunk and Roxboro' Incline,	2,000 00	2,000 00	3,900 00	2,000 00	7,300 00
Mahanoy City, Shenandoah, Girardsville and Ashland,					100,000 00
Monongahela Inclined Plane,	100,000 00	100,000 00	65,000 00	63,500 00	54,000 00
Mount Oliver Incline,	58,962 60	52,500 00	49,500 00	44,500 00	44,500 00
Nay-Aug Cross Town,		6,300 00			
Newcastle Electric,					2,282 58
Norristown,	9,731 92	2,200 00	2,000 00	1,750 00	1,750 00
Nunnery Hill Incline Plane,		34,500 00	35,100 00	30,000 00	32,040 00
Observatory Hill,		141,011 58			
Pennsylvania Motor Company,			45,634 79	60,000 00	64,500 00
People's, Park,	137,468 68	159,011 65			
People's, Philadelphia,	832,455 99	785,213 80	782,136 78	750,000 00	750,000 00
People's, Scranton,	33,000 00	200,000 00	216,452 70	200,000 00	362,007 17
Perry Street				56,000 00	
Philadelphia City,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Darby,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Philadelphia Traction,	1,300,000 00	1,274,000 00	1,226,000 00	1,193,000 00	1,159,000 00
Pittsburg, Allegheny and Manchester Traction Company,	200,000 00	200,000 00	200,000 00	1,354,783 50	1,687,961 01
Pittsburg, Allegheny and Manchester Passenger Railway Company,				200,000 00	100,000 00
Pittsburg and Birmingham Passenger,	78,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Pittsburg and Birmingham Traction,			1,500,000 00	1,635,418 02	1,627,324 39
Pittsburg, Oakland and East Liberty,	15,000 00		7,000 00	7,000 00	7,000 00
Pittsburg Traction,	47,183 47	915,000 00	51,337 58	761,206 38	754,202 15
Pittsburg Incline Plane,			250,000 00	250,000 00	250,000 00
Pittsburg Union,	104,500 00	102,500 00	112,930 28	100,000 00	100,000 00
Pittsburg and West End,	66,200 00	66,394 32	75,000 00	91,000 00	175,000 00
Rapid Transit Electric, Philadelphia,				15,000 00	
Reading City,	59,219 76	37,000 00	139,800 00	164,800 00	124,800 00
Reading and South Western,					13,243 08
Ridge Avenue,					26,000 00
Saint Clair Incline,		67,000 00	60,000 00		75,000 00

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF FUNDED AND FLOATING DEBT—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Scranton,				$100,000 00	$100,000 00
Scranton Suburban,	$20,000 00	$38,732 78	$210,256 97	200,000 00	200,000 00
Second Avenue,	44,558 20	45,293 39	150,000 00	48,287 34	150,000 00
Seventeenth and Nineteenth Streets,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Shamokin,				2,000 00	22,108 66
South Side, Pittsburg,	19,303 80	19,000 00	19,000 00	19,000 00	19,000 00
Stroudsburg,			700 00	600 00	
Sunbury and Northumberland Electric,			65,000 00	83,136 42	65,000 00
Thirteenth and Fifteenth Streets,	170,000 00	170,000 00	170,000 00	156,000 00	190,000 00
Troy Hill Incline Plane and Bridge Company,			105,000 00	105,000 00	105,000 00
Troy Hill Passenger Railway Company,				97,000 00	
Union, Philadelphia,					750,000 00
Union, Rochester, Pa.,				750,000 00	
Union Line,	750,000 00	750,000 00	750,000 00	8,000 00	
Uniontown,					46,000 00
Warren,					2,000 00
Washington Electric,					23,093 00
West Chester,					50,000 00
West End Street, Lancaster,				235,678 00	245,400 00
West Philadelphia,	996,000 00	996,000 00	996,000 00	996,000 00	996,000 00
White Electric Traction,					39,539 10
Wilkinsburg and East Liberty,	3,250 00	3,250 00	3,250 00		
Williamsport,	4,027 50	30,700 53	30,000 00		113,000 00
Wilkes-Barre and Suburban,		29,271 71	5,500 00	25,000 00	35,000 00
Wilkes-Barre and Wyoming Valley Traction,				69,500 00	1,520,000 00
York,	6,000 00	7,000 00	20,000 00	5,500 00	8,300 00
	$7,677,131 45	$10,126,539 18	$12,870,982 70	$16,699,488 88	$22,091,385 05

COMPARATIVE STATEMENT FOR FIVE YEARS—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Allentown,	$39,686 84	$39,686 84	$111,665 06	$118,208 06	$400,000 00
Allentown and Bethlehem Rapid Transit,					521,327 44
Allegheny and Bellevue,				22,000 00	
Allegheny Street Railway Company,				78,000 00	
Beaver Valley,	47,268 16	51,269 63	53,759 00	60,857 43	140,000 00
Beaver Valley Traction,					225,354 51
Bethlehem and Allentown,					200,000 00
Bethlehem and South Bethlehem,					400,000 00
Braddock Electric,				2,169 59	93,716 57
Braddock and Turtle Creek,				95,000 00	108,508 22
Bradford and Kendall,	19,409 41	18,409 41		12,000 00	113 46
Catharine and Bainbridge,					286,567 50
Central Traction,	141,896 76	141,896 76		1,244,400 77	1,215,251 36
Central Electric,					110,000 00
Chelten Avenue,				30,336 80	59,004 31
Chester,	118,534 48	119,006 76	120,744 34	150,000 00	150,000 00
Citizens', Philadelphia,	319,134 57	312,134,57	312,134 57	312,134 57	318,337 36
Citizens', Pittsburg,					164,209 54
Citizens', Norristown,	42,989 78	44,156 54	44,031 29	44,031 29	44,031 29
Citizens', Steelton,					9,386 97
Citizens' Traction,	262,119 89		1,629,917 77	1,816,243 78	2,042,914 42
City, Altoona,	68,000 00	68,000 00	80,049 90	128,575 62	228,295 69
Coalville,	51,798 13	51,826 11	51,921 53	51,921 53	
Continental,					263,653 65
Connellsville, New Haven and Leisenring,					89,111 61
Duquesne Traction,					1,643,928 27
Du Bois Traction,					45,446 26
East Harrisburg,	46,719 84	82,470 02	111,532 88	106,399 18	412,810 78
East End, Lancaster,		16,409 00			
East Reading,		15,281 41	63,617 96	96,623 98	101,194 81
Easton, South Easton and West End,	131,167 17	133,847 34	151,335 36	152,685 36	153,992 67
Empire,					39,536 58
Erie City,	113,005 58	116,540 82			125,000 00
Erie City Electric,			577,659 02	628,221 14	814,670 23
Federal Street and Pleasant Valley,	130,000 00	150,000 00	1,072,354 28	1,340,970 28	1,541,384 21
Fort Pitt Incline Plane,	96,257 27	96,398 05	97,936 56	97,936 56	98,324 68
Forty-third Street and Bloomfield Street,				2,979 00	

COMPARATIVE STATEMENT FOR FIVE YEARS—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Frankford and Southwark,	$1,005,585 45	$1,025,987 40	$1,052,763 55	$1,135,053 99	$1,149,987 97
Giant Street,				1,500 00	
Green and Coates Streets,					258,181 43
Greensburg and Hempfield Electric,			50,000 00	100,000 00	112,571 05
Greenfield Avenue,					9,753 19
Harrisburg City,	136,898 88	145,014 30	159,762 94	166,963 93	166,963 93
Hestonville, Mantua and Fairmount,	551,614 56	548,194 56	550,940 76	559,079 96	556,469 71
Johnstown,	4,558 71	845 60		316,393 95	385,746 29
Lancaster City,	33,530 84	45,617 10	65,085 10	70,248 02	81,228 23
Lancaster and Millersville,	44,449 77	44,449 77	44,449 77	44,449 77	
Lebanon and Annville,					153,563 99
Lehigh Avenue,	54,900 00	98,000 00	144,000 00	310,998 91	289,120 70
Lombard and South Streets,	677,417 25	678,819 94	757,707 39	810,489 16	817,234 44
Manayunk and Roxboro' Incline,	59,053 06	59,053 06	70,508 94	70,752 28	78,903 74
Marshall Street,					53,655 31
Middletown, Highspire and Steelton,					14,721 49
Millvale,				2,979 00	4,068 00
Monongahela Inclined Plane,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Mount Oliver Ineline,	119,387 52	119,387 52	119,387 52		91,899 52
Nay-Aug Cross Town,		28,556 99			
Newcastle Electric,			24,000 00	29,668 76	43,070 25
Norristown,	42,579 69	39,946 25	40,887 56	40,877 60	40,877 60
Nunnery Hill Incline Plane,		90,430 22	90,412 04	90,862 04	90,862 04
Observatory Hill,		275,372 09			
Pennsylvania Motor Company,					184,500 00
People's, Park,	163,935 01	163,935 01			
People's, Philadelphia,	354,686 61	354,686 61	407,350 31	403,055 31	408,962 66
People's, Scranton,	161,879 82	372,378 22	622,681 86	522,735 30	749,376 72
Perkiomen Avenue,	118,139 88	134,940 45			
Perry Street,				56,000 00	
Philadelphia City,	875,842 88	875,842 88	875,842 88	875,842 88	875,842 96
Philadelphia and Gray's Ferry,	243,429 50	243,713 00	249,514 40	249,514 40	249,514 40
Philadelphia Traction,					994,641 94
Pittsburg, Allegheny and Manchester Passenger Railway Company,	297,994 12	303,719 12	308,609 12		
Pittsburg, Allegheny and Manchester Traction,				732,796 76	1,407,402 30
Pittsburg and Birmingham Passenger,	172,972 00	178,275 28	181,372 88		180,240 12
Pittsburg and Birmingham Traction,					1,600,865 10

Pittsburg, Oakland and East Liberty,	190,107 93	. . . . .	. . . . .	190,107 83	190,107 83
Pittsburg Traction,	416,048 32	1,261,859 45	2,628,586 59	1,445,341 69	1,437,020 24
Pittsburg Incline Plane,	. . . . .	. . . . .	400,000 00	400,000 00	400,000 00
Pittsburg Union,	138,360 77	138,760 77	131,155 44	. . . . .	. . . . .
Pittsburg and West End,	145,906 15	155,214 66	164,042 76	188,231 83	244,911 90
Pittston,	10,000 00	10,000 00	10,000 00	10,000 00	32,500 00
Reading City,	131,110 89	192,648 91	392,923 71	445,287 55	469,701 39
Reading and South Western,	. . . . .	. . . . .	. . . . .	. . . . .	139,544 84
Ridge Avenue,	576,516 90	582,659 50	582,963 50	584,811 00	584,811 00
Saint Clair Incline,	. . . . .	67,000 00	75,000 00	75,000 00	225,000 00
Schuylkill River,	47,463 54	47,463 54	47,463 54	. . . . .	47,463 54
Scranton,	. . . . .	. . . . .	. . . . .	. . . . .	150,000 00
Scranton Suburban,	70,000 00	85,087 67	321,477 23	312,720 36	312,720 36
Second Avenue,	76,388 50	. . . . .	412,050 95	496,344 90	534,057 14
Second and Third Streets,	945,835 19	950,839 67	952,827 56	967,511 86	974,621 24
Seventeenth and Nineteenth Streets,	. . . . .	. . . . .	. . . . .	. . . . .	235,435 80
Shamokin,	. . . . .	. . . . .	. . . . .	. . . . .	63,501 36
South Side, Pittsburg,	81,851 23	81,851 13	81,851 13	. . . . .	81,851 13
Stroudsburg,	24,627 84	24,593 87	24,627 84	24,626 00	24,627 78
Sunbury and Northumberland,	. . . . .	. . . . .	. . . . .	120,000 00	. . . . .
Thirteenth and Fifteenth Streets,	321,566 86	. . . . .	338,566 86	338,566 86	343,181 59
Troy Hill Incline Plane and Bridge Company,	. . . . .	. . . . .	286,471 94	295,738 27	295,738 27
Troy Hill Passenger Railway,	. . . . .	. . . . .	. . . . .	57,000 00	. . . . .
Twenty-Second Street and Allegheny Avenue, Philadelphia,	. . . . .	. . . . .	. . . . .	. . . . .	209,226 98
Union, Philadelphia,	. . . . .	. . . . .	. . . . .	. . . . .	1,338,028 96
Union, Chester, Pa.,	. . . . .	. . . . .	. . . . .	26,123 77	33,128 69
Uniontown,	. . . . .	. . . . .	. . . . .	58,000 00	98,000 00
Warren,	. . . . .	. . . . .	. . . . .	. . . . .	4,743 10
Washington Electric,	. . . . .	. . . . .	. . . . .	. . . . .	62,170 43
West Chester,	. . . . .	. . . . .	. . . . .	. . . . .	110,543 12
West End,	. . . . .	. . . . .	6,226 08	144,632 20	248,576 45
West Philadelphia,	1,876,250 67	. . . . .	. . . . .	. . . . .	2,252,572 79
White Electric Traction,	. . . . .	. . . . .	. . . . .	. . . . .	90,400 00
Wilkinsburg and East Liberty,	15,777 84	15,777 84	15,777 84	. . . . .	. . . . .
Williamsport,	106,969 87	141,198 01	142,842 59	145,736 00	354,021 12
Wilkes-Barre and Kingston,	94,833 37	94,833 37	94,833 37	. . . . .	. . . . .
Wilkes-Barre and Suburban,	. . . . .	88,439 65	91,355 47	113,046 95	125,354 05
Wilkes-Barre and Wyoming Valley Traction,	. . . . .	. . . . .	. . . . .	. . . . .	6,500,000 00
York,	38,609 53	52,373 25	58,942 67	74,343 10	76,151 63
	$12,326,068 63	$11,515,099 92	$17,804,135 61	$19,945,127 13	$41,636,011 20

COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Allentown,	185,920	205,645	447,670	279,220	
Allentown and Bethlehem Rapid Transit,					1,881,409
Beaver Valley Traction,	368,091	336,908	484,372	491,540	
Bellevue and Pittsburg,					917,987
Braddock Electric,					29,577
Bradford and Kendall,	96,623	87,338	99,464	89,589	16,604
Carbondale and Jermyn Electric,		35,578			
Central Traction,	1,040,465	1,062,235		3,049,852	3,444,512
Chester,	948,531	947,908	1,101,840	491,916	
Citizens', Philadelphia,	6,996,759	7,286,286	7,578,836	7,373,044	4,956,434
Citizens', Pittsburg,	6,041,331				
Citizens', Norristown,	103,312	255,161	267,194	255,965	219,507
Citizens' Traction,	2,497,991	6,952,131	10,832,192	12,547,868	13,009,998
City, Altoona,	421,083	405,897	427,680	503,152	1,168,684
Coalville,	124,117	137,948	157,418	168,638	
Connellsville, New Haven and Leisenring,					210,240
Duquesne Traction,				408,861	5,417,348
DuBois Traction,					161,830
East End, Lancaster,		111,202			
East Harrisburg,	101,176	544,569	1,041,978	1,370,659	2,701,202
East Reading,		20,313	194,935	383,740	444,909
Easton, South Easton and West End,	277,985	277,608	300,286	327,872	337,396
Empire,	5,260,764				
Erie City,	748,672	768,149			
Erie City Electric,			1,553,718	2,345,655	2,946,467
Federal Street and Pleasant Valley,	1,892,645	2,112,164	4,583,900	6,819,150	7,703,949
Fort Pitt Incline Plane,	311,296	316,498	284,829	232,872	169,782
Frankford and Southwark,	13,334,476	13,654,292	15,078,276	16,252,191	16,683,044
Greensburg and Hempfield Electric,				154,686	202,182
Harrisburg City,	694,957	743,104	860,580	757,013	
Hestonville, Mantua and Fairmount,	665,088	5,804,686	6,429,672	6,439,684	6,423,903
Johnstown,	814,846	805,694		400,157	1,721,041
Lancaster City,	96,263	158,031	266,660	521,793	673,804
Lancaster and Millersville,	43,571	45,724	61,441	66,927	
Lebanon and Annville,					568,310
Lehigh Avenue,			66,640		

Lombard and South Streets,	5,908,338	6,849,110	7,184,720	7,455,454	7,367,176
Manayunk and Roxboro' Incline,	. . . . .	. . . . .	320,768	. . . . .	. . . . .
Mahanoy City, Shenandoah, Girardsville and Ashland,	. . . . .	. . . . .	. . . . .	. . . . .	99,618
Millvale,	. . . . .	. . . . .	. . . . .	. . . . .	66,548
Monongahela Incline Plane,	988,249	1,064,675	1,150,339	1,248,794	1,427,195
Mount Oliver Incline,	1,224,214	1,206,532	1,269,668	1,053,461	. . . . .
Nay-Aug Cross Town,	. . . . .	39,361	. . . . .	. . . . .	. . . . .
New Brighton Electric,	. . . . .	. . . . .	. . . . .	106,728	. . . . .
Newcastle Electric,	. . . . .	. . . . .	. . . . .	. . . . .	175,151
Norristown,	74,887	190,227	183,783	180,604	168,348
Nunnery Hill Incline Plane,	. . . . .	54,443	142,223	190,786	215,502
Observatory Hill,	. . . . .	311,436	. . . . .	. . . . .	. . . . .
Pennsylvania Motor Company,	. . . . .	. . . . .	143,958	163,031	168,408
People's, Park,	701,607	838,130	. . . . .	. . . . .	. . . . .
People's, Philadelphia,	29,645,286	31,661,527	33,089,348	34,176,367	34,073,930
People's, Scranton,	1,032,926	1,313,613	2,173,493	2,253,130	3,616,540
Perkiomen Avenue,	870,814	1,033,118	. . . . .	. . . . .	. . . . .
Philadelphia and Gray's Ferry,	3,089,871	3,032,592	2,896,996	1,269,135	. . . . .
Philadelphia Traction,	51,274,944	55,484,746	63,368,712	69,470,486	80,015,773
Pittsburg, Allegheny and Manchester Traction Company,	4,004,550	4,339,994	4,928,090	5,789,510	7,627,138
Pittsburg and Birmingham,	3,002,955	3,191,323	1,437,932	. . . . .	. . . . .
Pittsburg and Birmingham Traction,	. . . . .	. . . . .	2,762,925	4,843,039	6,169,183
Pittsburg Traction,	2,045,756	2,800,889	8,229,809	8,649,788	9,027,033
Pittsburg Incline Plane,	. . . . .	. . . . .	. . . . .	. . . . .	536,972
Pittsburg Union,	1,261,561	1,299,092	1,487,560	. . . . .	. . . . .
Pittsburg and West End,	1,094,559	1,452,181	1,412,453	1,854,836	1,858,394
Pittston,	96,923	102,087	103,603	106,727	111,494
Reading City,	1,132,633	1,364,190	2,981,044	3,338,505	3,817,237
Reading and South Western,	. . . . .	. . . . .	. . . . .	. . . . .	307,803
Ridge Avenue,	6,719,233	6,865,973	7,280,643	7,423,642	7,576,898
Saint Clair Incline,	. . . . .	125,026	327,693	394,897	442,685
Scranton Suburban,	470,763	689,652	814,910	788,773	. . . . .
Second Avenue,	272,035	119,109	686,996	1,808,993	1,901,252
Second and Third Streets,	11,335,575	11,343,876	11,156,252	11,247,562	11,744,260
Shamokin,	. . . . .	. . . . .	. . . . .	. . . . .	247,920
South Side, Pittsburg,	427,068	435,674	213,429	. . . . .	. . . . .
Stroudsburg,	35,083	38,138	48,916	52,652	52,534
Sunbury and Northumberland,	. . . . .	. . . . .	. . . . .	171,452	. . . . .
Thirteenth and Fifteenth Streets,	8,154,608	9,035,819	10,328,747	9,594,008	4,872,735
Troy Hill Passenger Railway Company,	. . . . .	. . . . .	. . . . .	125,002	. . . . .
Union, Chester, Pa.,	. . . . .	. . . . .	. . . . .	502,129	1,077,770
Uniontown,	. . . . .	. . . . .	. . . . .	34,459	198,766
Washington Electric,	. . . . .	. . . . .	. . . . .	33,717	286,306

COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1789-90.	1890-91.	1891-92.
West End,	.....	.....	83,744	95,956	703,183
White Electric Traction,	.....	.....	.....	.....	197,386
Williamsport,	417,074	436,116	227,884	487,454	911,460
Wilkes-Barre and Kingston,	328,350	346,596	337,630	272,876	.....
Wilkes-Barre and Suburban,	.....	122,512	318,874	489,885	735,229
Wilkes-Barre and Wyoming Valley Traction,	.....	.....	.....	.....	423 159
York,	160,197	243,191	292,893	375,290	424,109
	184,835,994	190,506,017	219,506,616	237,781,172	260,655,224

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Allentown,	$16,040 81	$14,854 66	$26,164 52	$21,218 75	$9,558 87
Allentowtown and Bethlehem Rapid Transit,	.....	.....	.....	.....	99,074 94
Beaver Valley,	19,225 73	22,314 98	24,375 06	25,128 08	.....
Beaver Valley Traction,	.....	.....	.....	.....	46,079 67
Bethlehem and Allentown,	.....	.....	.....	.....	4,570 75
Bethlehem and South Bethlehem,	.....	.....	.....	.....	9,583 25
Braddoek Eleetrie,	.....	.....	.....	.....	1,470 50
Braddoek and Turtle Creek,	.....	.....	.....	.....	16,266 58
Bradford and Kendall,	4,831 15	4,366 90	5,135 38	4,371 42	885 40
Carbondale and Jermyn Eleetrie,	.....	1,778 92	.....	.....	.....
Catharine and Bainbridge,	.....	.....	.....	9,000 00	9,000 00
Central Traction,	50,987 23	52,053 73	.....	181,319 10	169,231 67
Chester,	43,746 72	43,652 69	49,923 61	24,495 76	.....
Citizens', Philadelphia,	427,298 39	346,369 01	347,147 00	338,819 23	253,189 23
Citizens', Pittsburg,	304,151 90	.....	.....	.....	.....
Citizens', Norristown,	5,308 79	18,486 56	12,394 62	12,947 05	11,319 45
Citizens' Traction,	125,950 21	357,825 17	646,986 04	639,377 87	664,004 84

City, Altoona,	21,551 28	20,289 70	21,251 81	24,774 89	79,866 70
Coalville,	9,671 61	10,807 88	11,874 61	12,455 05	. . . . .
Continental,	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
Connellsville, New Haven and Leisenring,	. . . . .	. . . . .	. . . . .	. . . . .	10,592 61
Duquesne Traction,	. . . . .	. . . . .	. . . . .	20,129 85	283,399 35
Du Bois Traction,	. . . . .	. . . . .	. . . . .	. . . . .	7,870 59
East End, Lancaster,	. . . . .	5,907 10	. . . . .	. . . . .	. . . . .
East Harrisburg,	71,784 88	76,767 17	54,692 78	135,349 35	359,824 41
East Reading,	. . . . .	1,010 94	9,492 60	18,329 22	21,036 55
Easton, South Easton and West End,	15,583 42	63,829 92	31,182 48	16,804 69	19,228 49
Empire,	267,392 25	. . . . .	. . . . .	. . . . .	313,764 88
Erie City,	39,396 01	40,340 77	. . . . .	. . . . .	. . . . .
Erie City Electric,	. . . . .	. . . . .	75,147 00	112,136 73	136,492 62
Federal Street and Pleasant Valley,	87,469 89	96,402 10	231,379 03	361,805 48	397,472 32
Fort Pitt Incline Plane,	8,994 35	8,914 04	9,712 60	9,111 55	7,297 46
Frankford and Southwark,	639,970 94	646,856 24	699,108 77	721,141 46	758,053 05
Green and Coates Streets,	. . . . .	. . . . .	. . . . .	. . . . .	62,578 13
Greensburg and Hempfield Electric,	. . . . .	. . . . .	. . . . .	7,970 29	10,646 13
Greenfield Avenue,	. . . . .	. . . . .	. . . . .	. . . . .	203 08
Harrisburg City,	52,156 25	44,496 43	45,653 06	38,783 38	15,934 85
Hestonville, Mantua and Fairmount,	319,979 34	292,433 25	336,301 25	326,781 87	316,099 78
Johnstown,	42,174 85	40,441 90	. . . . .	20,009 95	291,416 77
Lancaster City,	45,613 11	23,076 92	30,341 73	99,183 05	67,564 58
Lancaster and Millersville,	7,202 71	8,985 50	11,586 74	10,012 60	. . . . .
Lebanon and Annville,	. . . . .	. . . . .	. . . . .	. . . . .	24,400 25
Lehigh Avenue,	214 58	. . . . .	3,331 96	. . . . .	42,307 44
Lombard and South Streets,	250,345 63	265,941 79	287,086 34	312,164 18	312,343 24
Manayunk and Roxboro' Incline,	18,190 89	17,745 94	18,792 35	20,311 81	21,507 15
Mahanoy City, Shenandoah, Girardsville and Ashland,	. . . . .	. . . . .	. . . . .	. . . . .	5,972 79
Millvale,	. . . . .	. . . . .	. . . . .	. . . . .	1,964 58
Monongahela Inclined Plane,	40,699 03	46,423 95	51,586 98	57,745 53	49,055 34
Mount Oliver Incline,	51,052 00	50,205 00	54,640 00	32,917 41	3,150 00
Nay-Aug Cross Town,	. . . . .	1,966 85	. . . . .	. . . . .	. . . . .
Newcastle Electric,	. . . . .	. . . . .	. . . . .	4,883 82	8,339 37
Norristown,	3,936 50	9,569 12	9,367 84	9,181 30	8,905 78
Nunnery Hill Incline Plane,	. . . . .	2,398 35	4,586 54	4,611 70	5,508 71
Observatory Hill,	. . . . .	18,544 29	. . . . .	. . . . .	. . . . .
Pennsylvania Motor Company,	. . . . .	. . . . .	7,263 36	8,514 01	9,090 17
People's, Park,	31,573 00	37,716 00	. . . . .	. . . . .	. . . . .
People's, Philadelphia,	1,046,388 72	1,084,299 31	1,195,371 28	1,208,807 45	1,234,104 08
People's, Scranton,	58,855 00	71,740 39	108,652 14	116,187 40	174,873 40
Perkiomen Avenue,	38,784 84	44,418 15	. . . . .	. . . . .	. . . . .

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Perry Street,				$6,250 10	
Philadelphia City,	$132,913 49	$142,760 96	$147,751 46	152,773 75	$152,784 29
Philadelphia and Darby,	50 00	50 00	50 00	50 00	50 00
Philadelphia and Gray's Ferry,	147,691 59	145,879 34	141,423 34	65,014 64	44,435 56
Philadelphia Traction,	2,788,188 39	2,889,889 68	3,259,128 70	3,551,035 02	4,079,773 09
Pittsburg, Allegheny and Manchester Passenger Railway Company,	215,700 77	232,263 12	258,803 31	51,411 30	37,600 00
Pittsburg, Allegheny and Manchester Traction Company,				301,445 90	442,619 89
Pittsburg and Birmingham Passenger,	150,147 75	160,282 22	74,946 60		24,000 00
Pittsburg and Birmingham Traction,			140,834 11	243,702 98	356,222 55
Pittsburg Traction,	125,852 29	178,636 97	387,442 91	423,968 94	368,105 21
Pittsburg Incline Plane,				40,272 87	29,158 31
Pittsburg Union,	65,588 22	70,610 17	73,851 21		6,281 26
Pittsburg and West End,	60,271 02	75,865 49	87,186 91	110,969 23	93,767 13
Pittston,	5,160 73	5,419 45	5,478 20	5,713 12	5,870 50
Reading City,	98,850 00	151,367 49	170,973 26	227,188 38	280,642 06
Reading and South Western,					19,214 68
Ridge Avenue,	334,164 01	341,066 53	361,528 19	368,014 99	375,685 16
Saint Clair Incline,		8,460 97	17,512 75	21,022 55	21,582 40
Scranton,					6,000 00
Scranton Suburban,	23,538 15	34,482 60	65,219 70	38,885 60	16,000 00
Second Avenue,	13,779 79	5,389 82	33,618 45	88,492 45	93,487 62
Second and Third Streets,	572,741 92	573,376 10	576,413 90	565,167 51	591,271 58
Seventeenth and Nineteenth Streets,	15,000 00	15,000 00	15,000 00	15,000 00	15,000 00
Shamokin,					14,060 14
South Side, Pittsburg,	21,965 91	21,883 20	10,671 46		
Stroudsburg,		2,003 83	4,972 08	4,937 94	5,000 93
Sunbury and Northumberland,				8,717 89	
Thirteenth and Fifteenth Streets,	445,046 60	456,554 61	515,066 52	483,001 99	242,930 12
Troy Hill Incline Plane and Bridge Company,			13,368 37	15,217 01	16,284 87
Troy Hill Passenger Railway Company,				6,250 10	
Union, Philadelphia,	285,000 00	285,000 00	285,000 00	285,000 00	285,000 00
Union, Chester, Pa.,				24,932 16	54,705 92
Uniontown,				1,760 00	9,927 19
Washington Electric,				1,676 10	15,186 00
West Chester,					11,502 35

West End,	. . . . .	. . . . .	4,330 54	191,204 10	153,440 51
West Philadelphia,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
White Electric Traction,	. . . . .	. . . . .	. . . . .	. . . . .	9,867 32
Wilkinsburg and East Liberty,	500 00	. . . . .	. . . . .	. . . . .	. . . . .
Williamsport,	20,253 88	21,106 59	24,016 47	24,140 43	48,820 45
Wilkes-Barre and Kingston,	29,883 43	32,483 68	32,280 98	27,288 04	. . . . .
Wilkes-Barre and Suburban,	. . . . .	7,791 84	19,186 98	26,028 95	37,017 15
Wilkes-Barre and Wyoming Valley Traction,	. . . . .	. . . . .	. . . . .	. . . . .	20,871 32
York,	37,095 70	43,526 33	40,629 62	18,118 28	20,439 57
	$10,025,905 65	$10,064,382 61	$11,457,215 50	$12,631,433 60	$14,629,704 93

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Allentown,	$13,195 05	$11,863 44	$21,253 93	$21,726 84	. . . . .
Allentown and Bethlehem Rapid Transit,	. . . . .	. . . . .	. . . . .	. . . . .	$58,691 34
Beaver Valley,	16,648 97	18,847 30	19,237 88	22,558 36	. . . . .
Beaver Valley Tractian,	. . . . .	. . . . .	. . . . .	. . . . .	36,253 21
Braddock Electric,	. . . . .	. . . . .	. . . . .	300 00	2,470 99
Braddock and Turtle Creek,	. . . . .	. . . . .	. . . . .	. . . . .	12,945 98
Bradford and Kendall,	4,207 52	. . . . .	5,141 05	4,620 20	805 76
Carbondale and Jermyn Electric,	. . . . .	3,037 50	. . . . .	. . . . .	. . . . .
Central Traction,	43,026 77	48,460 32	. . . . .	112,500 02	114,760 39
Chester,	31,090 81	31,909 70	33,730 32	16,234 25	. . . . .
Citizens', Philadelphia,	258,832 35	189,602 27	188,449 41	196,644 86	162,374 97
Citizens', Pittsburg,	210,846 94	. . . . .	. . . . .	. . . . .	. . . . .
Citizens', Norristown,	5,866 59	14,950 04	13,090 46	13,181 30	12,050 57
Citizens' Traction,	91,561 39	268,707 90	308,912 96	367,215 77	364,234 67
City, Altoona,	16,115 53	15,206 42	17,362 20	19,083 71	36,000 19
Coalville,	6,214 34	7,894 23	9,675 13	8,342 04	. . . . .
Connellsville, New Haven and Leisenring,	. . . . .	. . . . .	. . . . .	. . . . .	7,687 15
Duquesne Traction,	. . . . .	. . . . .	. . . . .	. . . . .	257,878 32
DuBois Traction,	. . . . .	. . . . .	. . . . .	. . . . .	8,413 72

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMXANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
East End, Lancaster,		$4,359 64			
East Harrisburg,	$7,004 14	21,735 97	$30,057 23	$32,890 46	$100,169 01
East Reading,			6,144 55	11,025 31	8,556 95
Easton, South Easton and West End,	12,766 57	11,824 33	14,162 03	13,545 92	17,305 33
Erie City,	28,483 65	30,313 48			
Erie City Electric,			48,201 62	86,157 30	95,781 48
Federal Strect and Pleasant Vallcy,	58,387 62	71,813 69	153,644 97	235,287 10	273,360 08
Fort Pitt Incline Plane,	4,137 50				
Forty-third Street and Bloomfield Street,				240 00	
Frankford and Southwark,	367,291 27	407,080 15	423,875 44	461,348 02	452,514 31
Greensburg and Hempfield Electric,				4,824 51	11,703 65
Harrisburg City,	39,863 96	32,999 01	39,440 97	32,087 65	
Hestonville, Mantua and Fairmount,	282,506 69	241,948 06	260,967,22	278,058 79	250,162 08
Johnstown,	28,761 87	32,529 56		10,430 97	37,851 80
Lancaster City,	6,035 91	8,801 10	11,187 78	19,910 34	23,789 01
Lancaster and Millersville,	5,440 50	3,393 22	4,461 66	5,216 20	
Lebanon and Annville,					19,560 69
Lehigh Avenue,			4,444 82		43,739 45
Lombard and South Streets,	154,275 40	164,339 19	184,108 58	210,207 95	196,885 02
Manayunk and Roxboro' Incline,	17,559 45	16,843 04	17,867 20	17,936 71	18,218 13
Mahanoy City, Shenandoah, Girardsville and Ashland,					14,167 42
Middletown, Highspire and Steelton,					201 75
Millvale,			305 00	240 00	3,501 61
Monongahcla Inclined Plane,	15,696 45	19,367 13	19,236 50	19,405 21	17,860 15
Mount Oliver Incline,		8,727 33	26,585 81	28,640 12	
Nay-Aug Cross Town,		2,041 23			
Newcastle Electric,				4,181 96	6,813 08
Norristown,	4,116 83	10,674 88	8,375 22	9,004 10	8,433 63
Nunnery Hill Incline Plane,		1,272 95	2,879 35	3,513 74	3,134 21
Oakmont and Verona Traction,				84 40	
Observatory Hill,		14,853 42			
Pennsylvania Motor Company,			3,425 28	370 00	1,005 00
People's, Park,	41,525 53	44,583 97			
People's, Philadelphia,	666,532 33	671,016 96	723,462 46	727,367 88	714,901 75
People's, Scranton,	64,034 50	57,527 16	71,365 58	82,880 25	118,032 12
Perkiomen Avenue,	32,404 68	34,919 07			
Philadelphia and Gray's Ferry,	98,288 05	102,956 40	96,135 29	57,099 07	

Philadelphia Traction,	1,701,339 83	1,939,559 92	2,120,761 10	2,355,185 86	2,716,392 88
Pittsburg, Allegheny and Manchester Traction Company,	152,166 54	163,230 74	172,689 02	253,866 55	284,598 56
Pittsburg and Birmingham,	91,192 44	107,331 95	38,751 47	. . . . .	. . . . .
Pittsburg and Birmingham Traction,	. . . . .	. . . . .	78,806 60	122,622 76	168,650 42
Pittsburg Traction,	72,831 72	93,364 89	189,268 65	231,853 19	256,937 84
Pittsburg Incline Plane,	. . . . .	. . . . .	. . . . .	13,150 00	. . . . .
Pittsburg Union,	53,532 32	60,915 22	73,756 05	. . . . .	. . . . .
Pittsburg and West End,	44,394 47	56,313 30	59,064 50	71,515 79	74,021 56
Pittston,	4,056 27	4,425 12	4,594 09	4,957 71	2,956 40
Reading City,	43,340 43	58,633 97	91,077 51	118,520 03	120,013 33
Reading and South Western,	. . . . .	. . . . .	. . . . .	. . . . .	17,633 97
Ridge Avenue,	177,815 10	205,947 00	207,051 27	215,835 07	217,302 88
Saint Clair Incline,	. . . . .	7,080 75	10,395 34	11,064 13	12,237 63
Scranton Suburban,	. . . . .	34,894 55	28,527 27	27,175 00	. . . . .
Second Avenue,	12,255 68	6,125 01	22,176 17	61,094 94	63,581 73
Second and Third Streets,	352,102 66	357,329 37	334,741 46	357,053 90	392,569 04
Shamokin,	. . . . .	. . . . .	. . . . .	. . . . .	10,954 06
South Side, Pittsburg,	22,513 21	27,603 65	5,564 09	. . . . .	. . . . .
Stroudsburg,	. . . . .	. . . . .	4,164 36	4,316 00	4,258 55
Sunbury and Northumberland,	. . . . .	. . . . .	. . . . .	11,727 34	. . . . .
Thirteenth and Fifteenth Streets,	252,738 16	268,331 00	275,280 98	280,056 68	145,746 18
Troy Hill Incline Plane and Bridge Company,	. . . . .	. . . . .	7,507 70	10,165 13	8,037 95
Union, Chester, Pa.,	. . . . .	. . . . .	. . . . .	15,434 85	32,599 30
Uniontown,	. . . . .	. . . . .	. . . . .	. . . . .	6,550 00
Washington Electric,	. . . . .	. . . . .	. . . . .	1,308 03	12,805 52
West Chester,	. . . . .	. . . . .	. . . . .	. . . . .	9,832 48
West End,	. . . . .	. . . . .	3,633 24	4,391 79	23,264 91
White Electric Traction,	. . . . .	. . . . .	. . . . .	. . . . .	4,959 50
Williamsport,	13,169 43	14,784 29	14,560 29	18,024 82	33,232 95
Wilkes-Barre and Kingston,	14,864 16	15,083 00	15,432 17	14,825 52	. . . . .
Wilkes-Barre and Suburban,	. . . . .	6,564 79	14,026 95	14,997 13	29,682 09
Wilkes-Barre and Wyoming Valley Traction,	. . . . .	. . . . .	. . . . .	. . . . .	10,001 46
York,	5,580 43	9,820 23	10,255 76	16,441 89	17,709 80
	$5,646,606 01	$6,063,738 81	$6,549,273 94	$7,369,945 42	$8,188,745 96

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1887.		1888.		1889-90.		1890-91.		1891-92.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown and Bethlehem Rapid Transit,									1	9
Beaver Valley,					1					
Beaver Valley Traction,										3
Braddock Electric,									1	
Braddock and Turtle Creek,									2	5
Central Traction,		1					1	8	3	6
Chester,		3		1		2				
Citizens', Pittsburg,	2	3								
Citizens' Traction,		1	1	7	5	47	6	21	2	2
City, Altoona,				1						7
Coalville,	1			2						
Connellsville, New Haven and Leisenring,									1	5
Duquesne Traction,							2	3		4
DuBois Traction,										1
East Reading,						3				
Erie City,		2								
Erie City Electric,						11	1			6
Federal Street and Pleasant Valley,					2	1	2		3	2
Frankford and Southwark,		7		1	2	10				9
Harrisburg City,						3				
Hestonville, Mantua and Fairmount,				5		5		10		9
Johnstown,										3
Lancaster City,		1		1		1		2	1	1
Lebanon and Annville,									2	
Lehigh Avenue,						1			1	
Lombard and South Streets,	3	10	1		1	4		9	1	17
Newcastle Electric,								1		
Norristown,				2						
Observatory Hill,			2							
Pennsylvania Motor Company,								1		3
People's, Philadelphia,	1	20	1	6	2	9		25	1	40

People's, Scranton,			1		1						10
Perkiomen Avenue,					2						
Philadelphia and Gray's Ferry,			1	1	1						
Philadelphia Traction,										9	135
Pittsburg, Allegheny and Manchester Traction Company,	3		2		2		1		4	3	67
Pittsburg and Birmingham Passenger,			2		2			1			
Pittsburg and Birmingham Traction,								2		6	
Pittsburg Traction,				1		4	1	4	10	3	27
Pittsburg Union,			5	1	1	1	3				
Pittsburg and West End,			1		1		1				
Pittston,									1		
Reading City,			2		1	1		1	2		2
Reading and South Western,											1
Ridge Avenue,				1							
Scranton Surburban,	1						1		2		
Second Avenue,				1					12	1	11
Shamokin,											
Thirteenth and Fifteenth Streets,			1				1	1			
Troy Hill Incline Plane and Bridge Company,									1		2
Union, Chester, Pa.,											2
Washington Electric,									1		
Williamsport,											4
Wilkes-Barre and Surburban,				1	1						
	11	63	11	38	20	118	22	121	44	393	

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

55–11–92.

TABLE A—STOCK AND DEBT.

Name of Company.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.
Delaware and Hudson,	Unlimited.	$30,000,000 00	$9,829,000 00		$9,829,000 00
Delaware Division,	$2,400,000 00	1,633,350 00	800,000 00		800,000 00
Lehigh Coal and Navigation,	Unlimited.	14,366,650 00	14,969,250 00		14,969,250 00
Monongahela Navigation,	Unlimited.	1,648,050 00	250,000 00	3,962 79	253,962 79
Pennsylvania,	5,000,000 00	4,501,200 00	2,553,000 00		2,553,000 00
Schuylkill Navigation,	Unlimited.	3,962,262 00	8,494,872 86		8,494,872 86
Susquehanna,	Unlimited.	2,002,746 00	2,901,310 58	49,609 33	2,950,919 91
	$7,400,000 00	$58,114,258 00	$39,797,433 44	$53,572 12	$39,851,005 56

TABLE B—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.	Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
				Feet.	*Feet.*	*Feet.*								
Delaware and Hudson,	$6,339,210 49	108	. . .	48	32	6	41	132	2	136	40	3	654	. . . . .
Delaware Division,	2,433,350 00	60	. . .	44	26	6	4	33	. .	88	. . .	. . .	. . . .	$5,000 00
Lehigh Coal and Navigation,	2,040,956 00	48	1	60 to 100	45	6	4	58	1	10	9	12	249	200,000 00
Monongahela Navigation,	1,919,115 83	86	. . .	. . . .	. . . .	. .	7	11	. .	. .	7	86	4	. . . . .
Pennsylvania,		144	. . .	50 to 60	32 to 40	6	25	71	2	318	8	13	271	. . . . .
Schuylkill Navigation,	12,461,600 36	108	1	60 to 300	40	6	6	71	17	121	31	48	. . . .	. . . . .
Susquehanna,	4,931,345 53	45	. . .	50	30	6	2	42	. .	18	4	2	. . . .	. . . . .
	$30,125,578 21	599	2	. . . . .	. . . . .	. . .	89	418	22	691	99	164	1,178	$205,000 00

TABLE C—TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	Number of tons of through freight on main line.	Gross amount of tonnage including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson,	911,526	1,237,444	. . . . .	. . . . .	$228,325 55	$57,548 27
Delaware Division,*	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lehigh Coal and Navigation,	. . . . .	556,141	$55,635 64	$78,176 35	133,811 99	2,210,603 38
Monongahela Navigation,	. . . . .	. . . . .	39,948 43	46,581 10	86,529 53	330,401 60
Pennsylvania,	. . . . .	377,878	82,903 65	19,468 22	102,371 87	129,499 91
Schuylkill Navigation,	. . . . .	111,385	22,236 04	18,043 35	40,279 39	66,870 52
Susquehanna,	. . . . .	40,852	10,146 93	5,950 84	16,097 77	9,030 14
	911,526	2,323,700	$210,870 69	$168,219 86	$607,416 10	$2,803,953 82

*Leased to Lehigh Coal and Navigation Company.

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF CAPITAL STOCK PAID IN.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Delaware and Hudson,	$24,500,000 00	$24,500,000 00	$24,500,000 00	$30,000,000 00	$30,000,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,250 00
Lehigh Coal and Navigation,	12,799,250 00	12,821,850 00	14,314,700 00	14,315,850 00	14,366,650 00
Monogahela Navigation,	1,422,900 00	1,537,800 00	1,631,700 00	1,647,650 00	1,648,050 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schuylkill Navigation,	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
	$50,821,708 00	$50,959,208 00	$52,545,958 00	$58,063,058 00	$58,114,258 00

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF FUNDED AND FLOATING DEBT.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Delaware and Hudson,	$15,378,000 00	$15,378,000 00	$15,378,000 00	$10,559,000 00	$9,829,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	13,991,750 00	14,491,750 00	14,661,250 00	14,783,250 00	14,969,250 00
Monongahela Navigation,	351,187 84	338,919 02	277,113 73	257,536 39	253,962 79
Pennsylvania,	2,775,000 00	2,774,000 00	2,675,000 00	2,641,000 00	2,553,000 00
Schuylkill Navigation,	9,783,446 37	10,117,200 12	10,896,872 03	8,494,872 86	8,494,872 86
Susquehanna,	3,862,976 23	3,536,745 02	2,953,723 19	2,944,829 25	2,950,919 91
	$46,942,360 44	$47,406,614 16	$47,641,958 95	$40,480,488 50	$39,851,005 56

COMPARATIVE STATEMENT FOR FIVE YEARS—COST OF CANAL AND FIXTURES.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Delaware and Hudson,	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,339,210 49
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	2,191,000 00	2,191,000 00	2,151,000 00	2,091,000 00	2,040,956 00
Monongahela Navigation,	1,815,384 22	1,901,887 98	1,906,284 33	1,924,115 83	1,919,115 83
Schuylkill Navigation,	12,461,600 36	12,461,600 36	12,461,600 36	12,461,600 36	12,461,600 36
Susquehanna,	4,931,345 53	4,931,345 53	4,931,345 53	4,931,345 53	4,931,345 53
	$30,171,890 60	$30,258,394 36	$30,222,790 71	$30,180,622 21	$30,125,578 21

COMPARATIVE STATEMENT FOR FIVE YEARS—GROSS AMOUNT OF TONNAGE.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Delaware and Hudson,	1,308,357	1,338,964	1,401,794	1,326,976	1,237,444
Delaware Division,*	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lehigh Coal and Navigation,	586,060	564,489	567,669	603,662	556,141
Monongahela Navigation,	5,869,644	4,340,594	3,874,022	. . . . .	. . . . .
Pennsylvania,	687,461	712,089	410,904	. . . . .	377,878
Schuylkill Navigation,	276,985	295,178	182 992	144,994	111,385
Susquehanna,	309,434	323,412	64,722	32,948	40,852
	9,037,941	7,574,726	6,502,103	2,108,580	2,323,700

* Included in report of Lehigh Coal and Navigation Company.

COMPARATIVE STATEMENT OF EXPENSES, MAINTAINING AND OPERATING THE CANAL, FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Delaware and Hudson,	$218,564 60	$239,878 29	$251,566 47	$232,500 80	$228,325 55
Delaware Division,*					
Lehigh Coal and Navigation,	151,271 98	146,307 95	115,153 62	131,722 68	133,811 99
Monongahela Navigation,	196,456 22	90,784 65	73,117 22	89,227 66	86,529 53
Pennsylvania,	366,871 23	406,172 75	228,808 99	99,413 31	102,371 87
Schuylkill Navigation,	68,383 43	49,087 54	43,309 18	40,088 57	40,279 39
Susquehanna,	35,269 95	41,503 36	88,897 55	18,295 36	16,097 77
	$1,036,817 41	$973,734 54	$800,853 03	$611,248 38	$607,416 10

*Included in report of Lehigh Coal and Navigation Company.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Delaware and Hudson,	$66,505 45	$57,868 51	$61,039 36	$60,232 32	$57,548 27
Delaware Division,*					
Lehigh Coal and Navigation,	1,914,948 83	2,360,738 00	2,138,287 17	2,268,579 64	2,210,603 38
Monongahela Navigation,	201,008 43	272,888 22	257,665 14	254,272 36	330,401 60
Pennsylvania,	297,706 78	325,928 28	172,342 19	135,029 34	129,499 91
Schuylkill Navigation,	152,251 29	172,632 73	102,010 38	81,206 58	66,870 52
Susquehanna,	42,928 31	45,410 07	18,189 30	8,685 57	9,030 14
	$2,675,349 09	$3,235,466 59	$2,749,533 54	$2,808,005 81	$2,803,953 82

*Included in report of Lehigh Coal and Navigation Company.

TABULATED RESULTS

COMPILED FROM

Telegraph and Telephone Reports.

TELEGRAPH AND TELEPHONE TABLE A—STOCK AND DEBT.

NAME OF COMPANY	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Rate per cent. of dividend.	Total amount now of floating and funded debt.	Rate per cent. of interest on funded debt.
American District Telegraph,	$400,000 00	$400,000 00		$1,377,421 52	
American Telegraph and Telephone,	10,000 00	10,000 00			
Bell Telephone,	560,000 00	560,000 00	12		
Central District and Printing Telegraph,	825,000 00	825,000 00		95,810 00	
Central Pennsylvania Telephone and Supply,	1,000,000 00	800,000 00	4½	47,000 00	
Delaware and Atlantic Telegraph and Telephone,	10,000 00	10,000 00			
Lykens Telegraph and Telephone,	1,000 00	300 00			
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00			
Pennsylvania Telephone,	750,000 00	749,200 00	4	10,000 00	
Philadelphia Local Telegraph,	400,000 00	400,000 00	6		
Philadelphia, Reading and Pottsville Telegraph,	50,000 00	20,000 00	15	200,000 00	6
Postal Telegraph Cable (of New York),	10,000,000 00	8,600,000 00		2,399,177 73	
Rockhill Telegraph,	3,000 00	300 00			
Royal Telegraph and Telephone,	10,000 00	1,000 00			
Western Union Telegraph,	86,200,000 00	86,199,852 06	6	15,198,060 00	6 & 7
Williamsport and North Branch Telephone,	3,000 00	3,000 00	8		
	$101,222,000 00	$99,578,652 06		$19,327,469 25	

TABLE B—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments.	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations, entire line.	Number stations in Pennsylvania.	Number of instruments in use, entire line.	Number instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line			Number of persons employed in maintaining and operating line in Pennsylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
								Males.	Females.	Total.	Males.	Females.	Total.				
American District Telegraph	$387,053 22			13	13	2,272	2,272						207	26,156	168,333		350,797
American Telegraph and Telephone	1,387,421 52	932.75	932.75	35	35			24	6	30	24	6	30	53,164	53,164	43,385	43,385
Bell Telephone	560,000 00																
Central Pennsylvania Telephone and Supply	559,273 06			3,859	3,859	3,859	3,859	60	64	124	60	64	124				
Delaware and Atlantic Telegraph and Telephone				1,329	1,329	2,658	2,658	52	13	65	52	13	65				
Lykens Telegraph and Telephone	309 92	3.50	3.50	2	2		2										
New York and Pennsylvania Telegraph and Telephone	825,084 54				867		1,734				25	18	43	54,217	17,549	54,217	17,549
Pennsylvania Telephone	522,983 97																
Philadelphia Local Telegraph	400,000 00			62	62	305	305	65	30	95	65	30	95	295,000	295,000	270,000	270,000
Philadelphia, Reading and Pottsville Telegraph	269,981 20	101.00	1,023.12	467	467	951	951	711	9	720	711	9	720	469,144	469,144	469,144	469,144
Postal Telegraph Cable of New York			2,000.00		68								344	8,914,314		8,914,314	
Rockhill Telegraph	4,220 13	30.00	30.00	6	6	6	6							950	930	950	950
Royal Telegraph and Telephone	1,000 00	22.00	12.00	3													
Western Union Telegraph		189,576.00	9,473.00	20,700	1,653			31,742	2,457	34,199			2,480	62,387,298		62,387,298	
Williamsport and North Branch Telephone	3,000 00	64.50	64.50	13	13	16	16										
	$4,920,327 56	190.729.75	13,538.87	26,489	8,374	10,067	11,803	32,654	2,579	35,233	937	140	4,108	72,200,223	1,004,120	72,139,288	1,151,805

TABLE C—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.	Gross expenses in Pennsylvania.	Gross receipts, entire line.	Gross receipts in Pennsylvania.
American District Telegraph,	$91,618 01	. . . . .	$138,527 89	. . . . .
American Telegraph and Telephone,	73,051 10	$73,051 10	58,650 04	$58,650 04
Bell Telephone,	457,605 24	. . . . .	521,725 82	. . . . .
Central Pennsylvania Telephone and Supply,	148,410 09	148,410 09	207,272 17	207,272 17
Delaware and Atlantic Telegraph and Telephone,	66,082 46	66,082 46	69,900 33	69,900 33
New York and Pennsylvania Telegraph and Telephone,	143,834 35	. . . . .	178,008 23	44,941 42
Pennsylvania Telephone,	153,813 72	. . . . .	161,930 34	145,809 76
Philadelphia Local Telegraph,	62,947 78	62,947 78	64,646 59	64,646 59
Philadelphia, Reading and Pottsville Telegraph,	73,651 69	73,651 69	97,383 62	97,382 62
Postal Telegraph Cable of New York,	2,522,484 29	. . . . .	2,986,789 98	285,000 00
Western Union Telegraph,	16,307,857 10	. . . . .	23,706,404 72	382,311 01
	$20,101,355 83	$424,143 12	$28,191,239 73	$1,355,914 94

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
American District Telegraph,	$400,000 00	$200,000 00	$400,000 00	$400,000 00	$400,000 00
American Telegraph and Telephone,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Atlantic and Ohio Telegraph,	650,000 00	650,000 00	650,000 00	650,000 00	. . . . .
Baltimore and Ohio Telegraph of Pennsylvania,	. . . . .	2,000 00	20,000 00	. . . . .	. . . . .
Bell Telephone,	560,000 00	560,000 00	560,000 00	560,000 00	560,000 00
Central District and Printing Telegraph,	500,000 00	500,000 00	750,000 00	750,000 00	825,000 00
Central Pennsylvania Telephone and Supply,	794,000 00	. . . . .	800,000 00	800,000 00	860,000 00
Curwensville Telephone,	3,000 00	3,000 00	3,000 00	3,000 00	. . . . .
Delaware and Atlantic Telegraph and Telephone,	. . . . .	10,000 00	10,000 00	10,000 00	10,000 00
Lykens Telegraph and Telephone,	300 00	300 00	300 00	300 00	300 00
National Telegraph,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	. . . . .
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pacific and Atlantic Telegraph,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	. . . . .
Pennsylvania Telephone,	. . . . .	. . . . .	749,200 00	749,200 00	749,200 00
Philadelphia Local Telegraph,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Philadelphia, Reading and Pottsville Telegraph,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Postal Telegraph,	50,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable, No. 1,	20,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable, No. 2,	20,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable, No. 3,	5,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable of New York,	. . . . .	. . . . .	. . . . .	. . . . .	8,600,000 00
Rockhill Telegraph,	300 00	300 00	300 00	300 00	300 00
Royal Telegraph and Telephone,	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
Tioga and Morris Run Telegraph,	1,700 00	1,700 00	1,700 00	. . . . .	. . . . .
Western Union Telegraph,	86,199,852 06	86,199,852 06	86,199,852 06	86,199,852 06	86,199,852 06
Williamsport District Telegraph and Messenger,	10,500 00	10,500 00	10,500 00	. . . . .	. . . . .
Williamsport and North Branch Telephone,	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
	$93,649,552 06	$92,571,652 06	$94,588,822 06	$94,556,652 06	$99,578,652 06

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Ameriean Distriet Telegraph,	$13,604 33	$13,400 00	$7,200 00	$6,200 00	.
Ameriean Telegraph and Telephone,	.	.	591,038 36	921,434 79	$1,377,421 52
Central Distriet and Printing Telegraph,	67,300 00	66,460 00	95,980 00	95,965 00	95,810 00
Central Pennsylvania Telephone and Supply,	.	.	20,000 00	25,000 00	47,000 00
Pennsylvania Telephone,	.	.	.	.	10,000 00
Philadelphia, Reading and Pottsville Telegraph,	200,000 00	200,000 00	.	200,000 00	200,000 00
Postal Telegraph Cable of New York,	.	.	.	.	2,399,177 73
Rockhill Telegraph,	4,220 13	4,220 13	4,220 13	4,220 13	.
Western Union Telegraph,	7,126,118 00	12,412,398 00	15,183,986 00	15,161,266 00	15,198,060 00
	$7,411,242 46	$12,696,478 13	$15,902,424 49	$16,414,085 92	$19,327,469 25

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889–90.	1890–91.	1891–92.
Ameriean District Telegraph,	259,727	311,750	292,646	341,040	350,797
American Telegraph and Telephone,	5,682	9,000	.	.	43,385
New York and Pennsylvania Telegraph and Telephone,	.	.	.	.	17,549
Philadelphia Local Telegraph,	425,000	420,000	420,000	275,000	270,000
Philadelphia, Reading and Pottsville Telegraph,	411,383	417,585	.	.	469,144
Roekhill Telegraph,	616	660	819	854	930
	1,102,408	1,158,995	713,465	616,894	1,151,805

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
American District Telegraph,	109,115	129,389	152,261	143,099	168,333
American Telegraph and Telephone,	6,904	8,870	. . . . .	. . . . .	53,164
New York and Pennsylvania Telegraph and Telephone,	. . . . .	. . . . .	. . . . .	. . . . .	17,549
Philadelphia Local Telegraph,	400,000	400,000	400,000	300,000	295,000
Philadelphia, Reading and Pottsville Telegraph,	411,383	417,585	461,976	467,837	469,144
Rockhill Telegraph,	616	660	819	854	930
	928,018	956,504	1,015,056	616,894	1,004,120

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
American District Telegraph,	. . . . .	. . . . .	$122,754 47	. . . . .	. . . . .
American Telegraph and Telephone,	$10,916 21	$17,795 65	. . . . .	. . . . .	$58,650 04
Baltimore and Ohio Telegraph of Pennsylvania,	. . . . .	2,759 07	285 46	. . . . .	. . . . .
Bell Telephone,	405,238 77	434,191 97	489,425 98	$526,484 15	. . . .
Central Pennsylvania Telephone and Supply,	157,712 84	167,898 37	191,595 38	202,745 55	207,272 17
Curwensville Telephone,	643 73	692 51	542 95	141 80	. . . .
Delaware and Atlantic Telegraph and Telephone,	. . . . .	55,766 04	63,161 00	67,355 02	69,900 33
National Telegraph,	. . . . .	81 80	53 74	85 14	. . . .
New York and Pennsylvania Telegraph and Telephone,	. . . . .	. . . . .	. . . . .	. . . . .	44,941 42
Pennsylvania Telephone,	. . . . .	. . . . .	. . . . .	143,903 74	145,809 76
Pennsylvania and New Jersey Telephone,	. . . . .	. . . . .	137,037 56	. . . . .	. . . . .
Philadelphia Local Telegraph,	55,767 04	55,784 00	63,861 06	58,273 62	64,646 59
Philadelphia, Reading and Pottsville Telegraph,	. . . . .	. . . . .	. . . . .	102,492 03	97,383 62
Postal Telegraph and Cable,	1,000 00	2,000 00	1,300 00	4,400 00	. . . . .
Postal Telegraph and Cable No. 1,	4,000 00	200 00	800 00	6,250 00	. . . . .
Postal Telegraph and Cable No. 2,	14,000 00	20,000 00	16,000 00	19,000 00	. . . . .

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
Postal Telegraph and Cable No. 3,	$1,900 00	$2,700 00	$3,000 00	$3,600 00	
Postal Telegraph Cable of New York,					$285,000 00
Tioga and Morris Run Telegraph,	549 04	893 55			
Western Union Telegraph,				396,907 89	382,311 01
Williamsport District Telegraph and Messenger,	2,018 20		477 74		
	$653,745 83	$760,762 96	$1,090,295 34	$1,531,638 94	$1,355,914 94

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1887.	1888.	1889-90.	1890-91.	1891-92.
American District Telegraph,	$81,708 74		$81,837 05		
American Telegraph and Telephone,					$73,051 10
Bell Telephone,	214,085 73	$233,630 08	242,145 79	$344,917 99	
Central Pennsylvania Telephone and Supply,	92,322 85	105,324 82	131,827 70	142,950 55	148,410 09
Curwensville Telephone,	894 28	721 93	568 71	260 40	
Delaware and Atlantic Telegraph and Telephone,		45,826 55	60,520 45	63,535 48	66,082 46
National Telegraph,				302 72	
Philadelphia Local Telegraph,	40,675 17	49,671 32	64,753 04	64,220 92	62,947 78
Philadelphia, Reading and Pottsville Telegraph,			84,812 76	90,375 07	73,651 69
Tioga and Morris Run Telegraph,	549 04	893 55			
Williamsport District Telegraph and Messenger,	2,092 04		613 54		
	$432,327 85	$436,068 25	$667,079 04	$706,563 13	$424,143 12

INDEX.

	Page.
Communication to the Governor,	i
General remarks in reference to railway, canal and telegraph companies,	iii
Authority of the Secretary of Internal Affairs as to railroads, etc.,	iii
Blanks to make annual reports, when and how furnished,	iii
The information that must be given in the blanks,	iv
Rapid development of railway interests,	v
Capitalization of railways,	v
Capitalization per mile of road,	viii
Interest accrued during the year,	ix
Cost of roads and equipment,	ix
Number of locomotives and cars in use,	x
Mileage of railroads, deductions thereon,	x
Summary of the railway mileage of the world,	xiii
Employes, information as to the number, etc.,	xv
Compensation of employes,	xvii
Passenger train mileage,	xviii
Freight train mileage,	xix
Passenger and freight traffic,	xix
Kinds of freight carried,	xx
Rates of transportation,	xxii
Earnings as compared with the previous year,	xxvii
Expenses during the year,	xxviii
Accidents, the number and causes,	xxix
Improvements, reference to some,	xxxvii
State supervision of railways,	xl
Street railway companies, number reporting,	xliv
Comparison of business with previous year,	xliv
Telegraph and telephone companies, their mileage, business, etc.,	xlvi
Canal companies, business transacted,	xlvii
List of roads not constructed,	xlviii
Stock represented by same,	xlviii
List of delinquent companies,	lii
Companies consolidated or reorganized,	liii
List of abandoned roads,	liv
Names of companies changed,	lv
Note complimentary to Deputy Secretary Isaac B. Brown,	lvi

STEAM RAILROAD COMPANIES.

Addison and Pennsylvania,	3
Allegheny and Kinzua,	5
Allegheny Valley,	7
Allentown,	10
Allentown Terminal,	11
Altoona, Clearfield and Northern,	12
Arnot and Pine Creek,	14

Page.
Bald Eagle Valley, . . . 15
Baltimore and Cumberland Valley, . . . 17
Baltimore and Cumberland Valley Extension, . . . 18
Baltimore and Harrisburg, . . . 19
Baltimore and Harrisburg, Western Extension, . . . 22
Baltimore and Lehigh, . . . 23
Baltimore and Philadelphia, . . . 25
Bangor and Portland, . . . 27
Barclay, . . . 30
Beaver and Ellwood, . . . 31
Bedford and Bridgeport, . . . 33
Beech Creek, . . . 34
Bellefonte Central, . . . 37
Berlin, . . . 39
Berlin Branch, . . . 41
Bloomsburg and Sullivan, . . . 43
Bradford, Bordell and Kinzua (9 months), . . . 44
Bradford, Bordell and Kinzua (3 months), . . . 47
Bradford, . . . 49
Bradford, Bordell and Smethport, . . . 50
Bradford, Eldred and Cuba . . . 52
Bradford, Richburg and Cuba, . . . 54
Bradford and Western Pennsylvania, . . . 55
Brockport and Shawmut, . . . 56
Brownstone and Middletown, . . . 57
Buffalo, Bradford and Pittsburg, . . . 59
Buffalo, Rochester and Pittsburg, . . . 60
Bustleton, . . . 63
Cambria and Clearfield, . . . 65
Catasauqua and Fogelsville, . . . 66
Chambersburg and Gettysburg, . . . 68
Catawissa, . . . 69
Chartiers, . . . 70
Chartiers (Pittsburg, Cincinnati, Chicago and St. Louis Company lessee), . . . 72
Chester Creek, . . . 74
Chester and Delaware River, . . . 75
Chestnut Hill, . . . 77
Clarion River, . . . 78
Cleveland and Pittsburg, . . . 80
Cleveland and Pittsburg (Pennsylvania Company operating), . . . 81
Colebrookdale, . . . 83
Columbia and Port Deposit, . . . 85
Connecting, . . . 87
Corning, Cowanesque and Antrim, . . . 89
Corning, Cowanesque and Antrim (Fall Brook Coal Company lessee), . . . 90
Cornwall, . . . 92
Cornwall and Lebanon, . . . 94
Confluence and Oakland, . . . 96
Coudersport and Pine Creek, . . . 98
Coudersport and Port Allegheny, . . . 99
Crescent Connecting, . . . 101
Cresson, Clearfield County and New York Short Route, . . . 102
Cumberland Valley, . . . 104
Danville and Shamokin, . . . 107
Dauphin and Berks, . . . 108
Delaware and Hudson Canal Company's Railroad, . . . 109

Page.
Delaware, Lackawanna and Western, . . . 113
Delaware River and Lancaster, . . . 117
Delaware, Susquehanna and Schuylkill, . . . 119
Dillsburg and Mechanicsburg, . . . 122
Downingtown and Lancaster, . . . 123
Dunkirk, Allegheny Valley and Pittsburg, . . . 124
East Broad Top, . . . 127
East Mahanoy, . . . 129
East Pennsylvania, . . . 131
Easton and Northern, . . . 132
Elmira and Williamsport, . . . 133
Emporium and Rich Valley, . . . 135
Erie and Pittsburg, . . . 136
Erie and Pittsburg (Pennsylvania Company operating), . . . 138
Erie and Wyoming Valley, . . . 140
Falls Creek, . . . 142
Fayette County, . . . 143
Ferney Mountain, . . . 144
Gettysburg and Harrisburg, . . . 146
Grassy Island, . . . 148
Hanover and York, . . . 149
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . 150
Huntingdon and Broad Top Mountain, . . . 152
Hunter's Run and Slate Belt, . . . 154
Ironton, . . . 156
Jamestown and Franklin, . . . 157
Jefferson, . . . 160
Johnsonburg, . . . 161
Jones' Lake, . . . 162
Junction, . . . 163
Kendall and Eldred, . . . 165
Kensington and Tacony, . . . 166
Kinzua, . . . 168
Kinzua Creek and Kane, . . . 169
Kinzua Valley, . . . 171
Lackawanna and Montrose, . . . 172
Lake Shore and Michigan Southern, . . . 174
Lehigh and Lackawanna (financial report), . . . 179
Lehigh and Lackawanna (operating report), . . . 180
Lehigh and Susquehanna (financial report), . . . 181
Lehigh and Susquehanna (operating report), . . . 182
Lehigh Valley, . . . 184
Lewisburg and Tyrone, . . . 188
Little Schuylkill Navigation, . . . 189
Ligonier Valley, . . . 191
Little Saw Mill Run, . . . 193
Littlestown, . . . 194
Loyalsock, . . . 196
Lykens Valley, . . . 197
McKean and Buffalo, . . . 199
McKeesport and Bessemer, . . . 200
McKeesport Connecting, . . . 201
Mahoning Valley, . . . 203
Martin's Creek, . . . 205
Mauch Chunk, Summit Hill and Switch-Back, . . . 206
Mapleton and Rocky Ridge, . . . 207

Page.
Middletown and Hummelstown, ... 208
Mifflin and Centre County, ... 210
Mill Creek and Mine Hill, ... 211
Mine Hill and Schuylkill Haven, ... 213
Monongahela Connecting, ... 214
Monongahela River and Streets Run, ... 216
Mont Alto, ... 218
Montour, ... 219
Montrose, ... 221
Mount Carbon and Port Carbon, ... 222
Mount Carmel and Natalie, ... 224
Mount Jewett, Kinzua and Riterville, ... 225
Mount Penn Gravity, ... 227
Mount Pleasant and Broad Ford, ... 229
Nescopec, ... 230
Nesquehoning Valley, ... 232
Neversink Mountain, ... 233
Newcastle and Beaver Valley, ... 234
Newcastle and Beaver Valley (Pennsylvania Company operating), ... 235
Newcastle and Butler, ... 237
Newcastle and Shenango Valley, ... 238
Newport and Sherman's Valley, ... 239
New York, Lake Erie and Western, ... 241
New York, Lake Erie and Western Coal, ... 247
New York, Lackawanna and Western, ... 248
New York, Chicago and St. Louis, ... 249
New York and North Pennsylvania, ... 253
New York, Pennsylvania and Ohio, ... 255
New York, Pennsylvania and Ohio (N. Y., L. E. & W. Co., lessee), ... 259
New York, Susquehanna and Western, ... 261
Nittany Valley, ... 264
Northern Central, ... 266
North East Pennsylvania, ... 269
North Pennsylvania, ... 270
North and West Branch, ... 272
Ohio and Baltimore Short Line, ... 273
Ohio Connecting, ... 275
Ohio Connecting (operated by Pittsburgh, Cincinnati, Chicago and St. Louis Company), ... 276
Olean, Bradford and Warren, ... 277
Ontario, Carbondale and Scranton, ... 279
Pennsylvania, ... 281
Pennsylvania Company, ... 308
Pennsylvania and New York, ... 311
Pennsylvania, Poughkeepsie and Boston, ... 313
Pennsylvania Schuylkill Valley, ... 316
Pennsylvania and Western, ... 318
Pennsylvania and North Western, ... 318
Penn Gas Coal Company's Railroad, ... 321
People's, ... 322
Perkiomen, ... 324
Perry County, ... 326
Philadelphia and Baltimore Central, ... 328
Philadelphia Belt Line, ... 330
Philadelphia and Chester Valley, ... 331
Philadelphia and Erie, ... 333

Page.
Philadelphia, Germantown and Chestnut Hill, . . . 335
Philadelphia, Germantown and Norristown, . . . 337
Philadelphia, Harrisburg and Pittsburg, . . . 339
Philadelphia, Newtown and New York, . . . 340
Philadelphia and Reading, . . . 342
Philadelphia and Reading Terminal, . . . 356
Philadelphia and Trenton, . . . 357
Philadelphia, Wilmington and Baltimore, . . . 359
Pickering Valley, . . . 364
Pine Creek, . . . 366
Pine Creek (Fall Brook Coal Company lessee), . . . 367
Pittsburg and Castle Shannon, . . . 369
Pittsburg, Chartiers and Youghiogheny, . . . 371
Pittsburg, Cincinnati, Chicago and St. Louis, . . . 373
Pittsburg and Connellsville, . . . 377
Pittsburg, Fort Wayne and Chicago, . . . 381
Pittsburg, Fort Wayne and Chicago (Pennsylvania Company operating), . . 382
Pittsburg Junction, . . . 384
Pittsburg and Lake Erie, . . . 387
Pittsburg, McKeesport and Youghiogheny, . . . 390
Pittsburg and Moon Run, . . . 392
Pittsburg and Northern, . . . 393
Pittsburg, Shenango and Lake Erie, . . . 395
Pittsburg, Virginia and Charleston, . . . 399
Pittsburg and Western, . . . 401
Pittsburg, Youngstown and Ashtabula, . . . 403
Pittsburg, Youngstown and Ashtabula (Pennsylvania Company operating), 406
Plymouth, . . . 408
Point Breeze, . . . 409
Pomeroy and Newark, . . . 410
Priceville and Winton, . . . 412
Reading and Columbia, . . . 413
Reading, Marietta and Hanover, . . . 415
Rew City and Eldred, . . . 416
Reynoldsville and Falls Creek, . . . 417
Ridgway and Clearfield, . . . 419
Riverfront, . . . 420
Rochester, Beaver Falls and Western, . . . 422
Rupert and Bloomsburg, . . . 423
Salisbury, . . . 424
Schuylkill and Lehigh, . . . 426
Schuylkill River East Side, . . . 428
Schuylkill River West Side, . . . 429
Schuylkill Valley, . . . 430
Sewickley and Jeannette, . . . 432
Shade Creek, . . . 433
Shamokin, Sunbury and Lewisburg, . . . 434
Shamokin Valley and Pottsville, . . . 436
Sharon, . . . 437
Sharpsville, . . . 439
Sheffield and Spring Creek, . . . 441
Shenango Valley, . . . 442
Sinnemahoning Valley, . . . 443
Slate Run, . . . 445
Slatington, . . . 446
Somerset County, . . . 447

Page.
Somerset and Cambria, . . . 448
South Chester, . . . 450
South Easton and Philipsburg, . . . 451
South Fork, . . . 452
Southern Pennsylvania, . . . 453
Southwest Pennsylvania, . . . 455
State Line, . . . 456
State Line and Sullivan, . . . 458
Stewart, . . . 459
Stewartstown, . . . 460
Stony Creek, . . . 462
Sugar Run, . . . 465
Sunbury, Hazleton and Wilkes-Barre, . . . 465
Sunbury and Lewistown, . . . 467
Susquehanna, . . . 468
Susquehanna and Buffalo, . . . 469
Susquehanna and Clearfield, . . . 470
Tamaqua, Hazleton and Northern, . . . 471
Tiadaghton and Fabnastalk, . . . 472
Tioga, . . . 474
Tionesta Valley, . . . 476
Tipton, . . . 478
Trenton Cut-off, . . . 479
Tresckow, . . . 481
Trout Run, . . . 482
Turtle Creek Valley, . . . 483
Tyrone and Clearfield, . . . 485
Union, . . . 486
Ursina and North Fork, . . . 487
Warren and Farnsworth, . . . 489
Waynesburg and Washington, . . . 490
West Chester, . . . 492
Western Maryland, . . . 494
Western New York and Pennsylvania, . . . 496
Western Pennsylvania, . . . 500
Wheeling, Pittsburg and Baltimore, . . . 501
Wilcox, . . . 503
Wilcox and Rocky Run, . . . 505
Wilkes-Barre and Harvey's Lake, . . . 506
Wilkes-Barre and Scranton, . . . 507
Wilkes-Barre and Western, . . . 508
Williamsport and Clearfield, . . . 509
Williamsport and North Branch, . . . 510
Wilmington and Northern, . . . 513
Wind Gap and Delaware, . . . 516
Youghiogheny Northern, . . . 517

STREET RAILWAY COMPANIES.

Allentown, . . . 521
Allentown and Bethlehem, . . . 522
Beaver Valley Passenger, . . . 524
Beaver Valley Traction, . . . 525
Bethlehem and Allentown, . . . 526
Bethlehem and South Bethlehem, . . . 527
Braddock, . . . 529
Braddock and Turtle Creek, . . . 530

Page.
Bradford and Kendall, . . . 532
Catharine and Bainbridge Streets, . . . 533
Central Electric, . . . 534
Central Traction, . . . 535
Chelten Avenue, . . . 536
Chester, . . . 537
Citizens', Norristown, . . . 538
Citizens', Philadelphia, . . . 539
Citizens', Pittsburg, . . . 541
Citizens', Steelton, . . . 542
Citizens' Traction, Pittsburg, . . . 544
City, Altoona, . . . 545
Coalville, . . . 547
Continental, . . . 549
Connellsville, New Haven and Leisenring, . . . 550
DuBois Traction, . . . 552
Duquesne Traction, . . . 553
East Harrisburg, . . . 555
East Reading, . . . 557
Easton, South Easton and West End, . . . 558
Empire, . . . 559
Erie City, . . . 560
Erie Electric, . . . 561
Federal Street and Pleasant Valley, . . . 563
Fort Pitt Incline Plane, . . . 566
Frankford and Southwark, . . . 567
Germantown, . . . 568
Greensburg and Hempfield, . . . 569
Green and Coates Streets, . . . 570
Greenfield Avenue, . . . 572
Harrisburg City, . . . 573
Hestonville, Mantua and Fairmount, . . . 574
Johnstown, . . . 576
Lancaster City, . . . 577
Lebanon and Annville, . . . 579
Lehigh Avenue, . . . 580
Lombard and South Streets, . . . 581
Mahanoy City, Shenandoah, Girardsville and Ashland, . . . 583
Manayunk and Roxborough Incline Plane, . . . 584
Marshall Street, . . . 586
Middletown, Highspire and Steelton, . . . 587
Millvale and Forty-third Street and Bloomfield, . . . 588
Monongahela Inclined Plane, . . . 589
Mount Oliver Incline, . . . 590
Newcastle Electric, . . . 592
Norristown, . . . 593
Nunnery Hill Incline Plane, . . . 594
Pennsylvania Motor, . . . 595
People's, Philadelphia, . . . 596
People's, Scranton, . . . 598
Philadelphia City . . . 600
Philadelphia and Darby, . . . 601
Philadelphia and Gray's Ferry, . . . 602
Philadelphia Traction, . . . 603
Pittsburg, Allegheny and Manchester Passenger, . . . 607
Pittsburg, Allegheny and Manchester Traction, . . . 608

Page.
Pittsburg and Birmingham Passenger, . . . 610
Pittsburg and Birmingham Traction, . . . 611
Pittsburg Incline Plane, . . . 613
Pittsburg, Oakland and East Liberty, . . . 614
Pittsburg Traction, . . . 615
Pittsburg Union, . . . 616
Pittsburg and West End, . . . 618
Pittston, . . . 619
Reading City, . . . 621
Reading and South Western, . . . 624
Ridge Avenue, . . . 625
Saint Clair Incline, . . . 627
Schuylkill River, . . . 628
Scranton, . . . 629
Scranton Suburban, . . . 630
Second Avenue, . . . 631
Second and Third Streets, . . . 633
Seventeenth and Nineteenth Streets, . . . 635
Shamokin, . . . 636
South Side, Pittsburg, . . . 638
Stroudsburg, . . . 638
Sunbury and Northumberland, . . . 640
Thirteenth and Fifteenth Streets, . . . 641
Troy Hill Incline Plane and Bridge Company, . . . 642
Twenty-second Street and Allegheny Avenue, . . . 643
Union, Chester, Pa., . . . 644
Union, Philadelphia, . . . 645
Uniontown, . . . 647
Warren, . . . 649
Washington Electric, . . . 650
West Chester, . . . 651
West End, . . . 653
West Philadelphia, . . . 654
White Electric Traction, . . . 656
Wilkes-Barre and Wyoming Valley, . . . 657
Wilkes-Barre and Kingston, . . . 658
Wilkes-Barre and Suburban, . . . 660
Williamsport, . . . 661
York, . . . 664

CANAL AND NAVIGATION COMPANIES.

Delaware Division, . . . 669
Delaware and Hudson, . . . 669
Lehigh Coal and Navigation, . . . 670
Monongahela Navigation, . . . 671
Pennsylvania Canal, . . . 672
Schuylkill Navigation, . . . 672
Schuylkill Navigation (Philadelphia and Reading Railroad Company, lessee), 673
Susquehanna Canal, . . . 673
Susquehanna Canal (Philadelphia and Reading Railroad Company, lessee), . 674

TELEGRAPH AND TELEPHONE COMPANIES.

American District Telegraph, . . . 677
American Telegraph and Telephone, . . . 678
Atlantic and Ohio Telegraph, . . . 679
Baltimore and Ohio Telegraph, . . . 680

Page.
Bell Telephone, ... 681
Central District and Printing Telegraph, ... 682
Central Pennsylvania Telephone, ... 684
Delaware and Atlantic Telegraph and Telephone, ... 686
Lykens Telegraph and Telephone, ... 687
National Telegraph, ... 688
New York and Pennsylvania Telephone and Telegraph, ... 689
Pacific and Atlantic Telegraph, ... 690
Pennsylvania Telephone, ... 691
Philadelphia Local Telegraph, ... 692
Philadelphia, Reading and Pottsville Telegraph, ... 694
Postal Telegraph, ... 695
Postal Telegraph Cable of New York, ... 696
Postal Telegraph and Cable No. 1, ... 697
Postal Telegraph and Cable No. 2, ... 698
Postal Telegraph and Cable No. 3, ... 698
Rockhill Telegraph, ... 699
Royal Telegraph and Telephone, ... 700
Western Union Telegraph, ... 701
Williamsport and North Branch Telephone, ... 702

TABULAR STATEMENTS.

STEAM RAILROADS.

Page.
Table A—Stock and dividends, ... 706
Table B—Debt and interest, ... 716
Table C—Cost of roads and equipment, ... 723
Table D—Mileage, ... 731
Table E—Equipment and persons employed, ... 739
Table F—Miles run by trains and rate of speed, ... 745
Table G—Number of passengers carried, cost per mile, etc., ... 749
Table H—Kind of freight carried, in tons, ... 753
Table I—Quantity of freight carried, cost per ton, etc., ... 757
Table J—Earnings and income during the year, ... 761
Table K—Expenses during the year, ... 768
Table L—Accidents, ... 778
Comparative statement of cash realized on stock for five years, ... 780
Comparative statement of funded and floating debt for five years, ... 788
Comparative statement of cost of roads and equipment for five years, ... 794
Comparative statement of passengers carried for five years, ... 802
Comparative statement of tonnage for five years, ... 805
Comparative statement of receipts for five years, ... 809
Comparative statement of expenses for five years, ... 815
Comparative statement of accidents for five years, ... 821

STREET PASSENGER RAILWAYS.

	Page.
Table A—Stock and debt,	826
Table B—Cost and mileage,	829
Table C—Characteristics of roads,	833
Table D—Passengers and expenses,	836
Table E—Receipts,	838
Table F—Accidents,	841
Camparative statement of capital stock paid in for five years,	842
Comparative statement of funded and floating debt for five years,	848
Comparative statement of cost of road and equipment for five years,	851
Comparative statement of passengers carried for five years,	854
Comparative statement of receipts for five years,	856
Comparative statement of expenses for five years,	859
Comparative Statement of accidents for five years,	862

CANALS.

Table A—Stock and debt,	866
Table B—Costs and characteristics,	867
Table C—Tonnage, expenses and receipts,	868
Comparative statement of capital stock paid in for five years,	869
Comparative statement of funded and floating debt for five years,	869
Comparative statement of cost of canal and fixtures for five years,	870
Comparative statement of tonnage for five years,	870
Comparative statement of expenses for five years,	871
Comparative statement of receipts for five years,	871

TELEGRAPH AND TELEPHONES.

Table A—Stock and debt,	874
Table B—Cost and characteristics,	875
Table C—Expenses and receipts,	876
Comparative statement of capital stock paid in for five years,	877
Comparative statement of funded and floating debt for five years,	878
Comparative statement of messages received in Pennsylvania for five years,	878
Comparative statement of messages sent in Pennsylvania for five years,	879
Comparative statement of receipts in Pennsylvania for five years,	879
Comparative statement of expenses in Pennsylvania for five years,	880